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History of The British Railways During The War 1939-1945

By R. BELL, C.B.E.

with a foreword by Sir WILLIAM V. WOOD,
President, London Midland & Scottish Railway

This book describes the great war accomplishment of the railways for the nation and for world freedom. Mr. Robert Bell, C.B.E., was Assistant General Manager of the London & North Eastern Railway Company. After his retirement in May, 1943, he was invited by the railway companies to write this history, and all who are interested in the work of the railways in these memorable years will be indebted to him for this volume.

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Iron and Steel Production in May

DESPITE the effect of the Whitsuntide holidays, steel production in May reached an annual rate of 15,220,000 tons. This compares with a rate of 15,283,000 tons in April and 12,684,000 tons in May last year. Apart from the week affected by the Whitsuntide holiday, output reached a higher rate than ever before. Pig-iron production showed a further improvement and reached an annual rate of 9,552,000 tons in May compared with 9,433,000 tons in April and only 7,378,000 tons a year ago. Despite the constant increase in production which is being achieved by the iron and steel industry, the threat of nationalisation, with all the disturbance to efficient production which that would imply, is still raised. Mr. A. V. Alexander last week-end said that, whatever happened, it was intended to nationalise the industry. Mr. Shinwell said that if it could be demonstrated that other methods could be equally effective, there was no advantage in pursuing nationalisation. He did not say how effectiveness would be judged, but, from the viewpoint of steady improvement in production to record levels, the iron and steel industry compares more than favourably with any socialised undertaking.

Railway Shopmen's Wage Agreement

After protracted negotiations increased rates of pay affecting about 100,000 railway shopmen have been agreed by the Railway Executive and the railway trade unions. It has also been agreed to abolish differential rates for rural areas in favour of one rate for London and another for the rest of the country. The majority of members will receive increases in pay, over and above the 7s. 6d. a week, which was awarded some time back by the Court of Inquiry. A number of points still remain to be settled, such as the position of welders, revised arrangements for pieceworkers and lieu workers, and further examination to be given to the question of grading. The trade unions, however, consider the present agreement a considerable accomplishment, particularly bearing in mind the Government's wage-freezing policy. The negotiations which have led to this agreement have been under way since December of last year.

R.E. (Transportation Branch) Supplementary Reserve

In view of the decision to reconstitute the Royal Engineers (Transportation Branch) of the Supplementary Reserve an account of the origin and history of this section of the auxiliary forces is given elsewhere in this issue. The Supplementary Reserve Transportation Units were raised in 1924-25, and made their first appearance in the summer of 1925 when they attended annual training camps at the Railway Training Centre at Longmoor. The interest which *The Railway Gazette* has always shown in these units, which were raised from employees of the four main-line railways, will be well known to our readers, and from time to time we have dealt at some length with the Railway Training Centre at Longmoor. The appointment of Honorary Colonel of the R.E. (Transportation) Supplementary Reserve has been vacant since the death of Lord Stamp, but the appointment has been revived, and has been accepted by General Sir William Slim, Deputy Chairman of the Railway Executive. The home of the new Supplementary Reserve Units will be Longmoor, where they will assemble in the summer for annual training. It is proposed to raise a small Transportation Staff Increment which will consist chiefly of senior officers.

Catering on British Railways

The "Londoner's Diary" in the *Evening Standard* in recent months has taken keen and critical interest in the standard of catering afforded by British Railways on long-distance trains. Last week it instanced the arrival at Liverpool of a liner from Canada on which were a large number of American visitors, and commented adversely on the food and drink available to them during the journey to Euston. We reproduce the comments made in the *Evening Standard* on our "Scrap Heap" page. There is no doubt that there is considerable room for

improvement in the catering arrangements on British Railways, as indeed there is throughout the whole range of catering in this country. As we have pointed out previously, the railways are not immune from the general restrictions and shortages relating to food and drink which affect this country at the present time. Even in normal times railway catering presents problems of its own; these are greatly increased when the present disabilities are superimposed on them.

* * *

Overseas Railway Traffics

C.P.R. net earnings for April declined by £103,000, in spite of a rise of £318,250 in gross receipts, expenses having gone up by £421,250. Aggregate earnings for the four months gained £1,870,750, but the net result was £352,000 lower. Although the net aggregate for the four months on the Canadian National showed a decrease of £886,250, April recorded an advance of £97,000 in net receipts, with gross earnings £1,230,500 higher at £10,235,250; and expenses, at £9,194,000, up by £1,133,500. Comparisons of certain railway traffics in the table published last week were affected by abnormal conditions of various kinds. The gain of £35,068 on the Central Uruguay for the week ended May 22 was in relation to a period last year affected by a strike, while a decrease of £18,603 in United of Havana results for the same week reflected current labour difficulties on that system. This was followed in the week ended May 29 by a drop of £16,964. Political circumstances in Costa Rica during April resulted in railway receipts for the month falling by £15,486. On aggregate, however, the United of Havana and Costa Rica systems are respectively £345,586 and £23,965 ahead of the preceding year.

* * *

Training Scheme for Higher Posts in the Bus Industry

Shortly after the end of the war, the British Electric Traction Co. Ltd. introduced a scheme for training men for the higher posts in the bus companies with which it is associated, most of which also are associated with British Railways. The object of the scheme is to recruit men, either from among the staffs of the associated companies or from outside the organisation, and to equip them with a general knowledge of the industry coupled with actual experience in all departments, so that in due time they may be qualified to take over positions on the administrative staffs of those companies where there are suitable vacancies. The scheme is thoroughly comprehensive, and involves a three-year course of training with one of the companies in the group. A syllabus is arranged to meet the requirements of the organisation of the particular training company, and trainees are normally expected to sit for the examinations of the Institute of Transport or other appropriate society. Adequate salaries on a fixed scale are paid during training, and men taking the course are reported upon periodically by the General Managers of the training companies. In addition, they are interviewed every six months by the committee responsible for administering the scheme, so that a close watch may be kept on their progress. On the successful completion of the training course, all practicable steps are taken to provide the trainees with a suitable position in one of the associated companies. Many young men who have decided to embrace road passenger transport as a profession have been accepted into the scheme.

* * *

Shipping Turnround

A campaign for quicker turnround of ships at British ports was initiated by Mr. Alfred Barnes, Minister of Transport, at a press conference on June 8, when he called for an effort similar to that made by railway workers in speeding wagon turnround. Mr. Barnes' statement followed the completion of a report by a working party, appointed to consider measures for improving shipping turnround, and which was lodged in Parliament, on June 8.* Principal recommendations made in the report are concerned with an increase in the allocation of labour and materials for port works, increased mechanisation, and better canteen, medical and welfare services for employees; port authorities are urged to consider the compilation

of current operating statistics. The proposals, said the Minister, would require extensive consultation, and copies of the report had been sent to all the important bodies concerned, among which was the British Transport Commission. It was not possible for a Minister to order that the proposals be carried out, and similarly, to achieve a better turnround general co-operation could not be imposed; it could be secured only by an awareness of all concerned. As an illustration of what could be achieved, it had been estimated that if one day were saved in turning the ocean-going vessels using British ports, there would be a saving of some 100,000 deadweight tons of shipping.

* * *

British Railways Agencies in London

Among the natural consequences of nationalisation is the unifying of the arrangements by which the former railway companies maintained contact with traders and the public through their representatives in London. From July 1, this representation of British Railways will be established at two headquarters, passenger travel being dealt with at 14, Bishops Bridge Road, Paddington, W.2; and freight traffic (including parcels) at 13, Aldersgate Street, E.C.1. In addition, the specialised contact with the wool trade which has been among the features of the organisation dealing with traders in the past will be maintained and concentrated at 20-22, Wool Exchange, Colman Street, E.C.2. Provision for the special needs of other trades has been carefully preserved in evolving the new organisation. Each of the new offices will be in charge of a Chief Representative, responsible directly and jointly to the British Railways district officers in the London area concerned with passenger or goods train traffic. In future, industrial transport managers in London will need to interview only one British Railways representative to settle practically all their transport problems; while the passenger representative will be able to advise firms and organisations on party travel and other passenger transport matters to any part of the United Kingdom.

* * *

Discipline on Indian Railways

Speaking at the recent Indian State Railways dinner in London (see page 700), Colonel R. B. Emerson, formerly Chief Commissioner of Railways in India, recalled the effects of legislation introduced in 1936 by which the maximum fine for breaches of discipline that can be imposed on a gateman, to quote an example, is the equivalent of 2s. 1d. Since his basic pay, exclusive of dearness allowance and other concessions, would be about £4 2s. 6d. a month, Colonel Emerson considered that contemplation of the penalty might not prove a very effective deterrent. The legislation to which he referred had been viewed with misgiving when introduced, he said, because it took away the powers of district officers to administer summary justice on the spot. Amending legislation had been delayed by partition, and Colonel Emerson said that since the war there had been a deterioration of discipline. With the failure of certain post-war dreams to materialise, an element of discontent caused some of the rank and file to look for loopholes, while those in authority sometimes were so overwhelmed with the paper work of administration that they were tempted to overlook infringements of rules.

* * *

Chicago to the North-West

Some unusual features characterise the new "Olympian Hiawatha" diesel streamline trains, to be introduced by the Chicago, Milwaukee, St. Paul & Pacific Railroad between Chicago and Seattle-Tacoma on June 29. They include the use of 6,000-b.h.p. opposed-piston diesel locomotives; "sky-top" observation lounges forming an upper deck to six of the cars; "Touralux" sleeping cars offering berth accommodation to passengers at lower than the normal Pullman rates; a recreation car with restaurant and cocktail lounge; a dining car with diagonal seating; and the by now customary individual reclining chair cars and single-room sleeping accommodation. Each of the six new sets of 12 cars required to maintain daily service over this route of 2,217 miles is costing about \$1,500,000. The "Olympian Hiawatha" is one of three high-speed diesel streamline trains which have revolu-

* Report of the Working Party on the Turnround of Shipping in the United Kingdom Ports. London: H.M. Stationery Office, 1948. Price 9d.

tionised the service between Chicago and the cities of the north-west. The Burlington-Great Northern "Empire Builder," diesel-streamlined version of the former steam-hauled train of the same name, is already in service between Chicago and both Seattle and Portland; the Chicago & North Western-Union Pacific "City of Portland" diesel streamliner, previously on a five-runs-monthly schedule, has been put into daily service to meet this competition; and the "Olympian Hiawatha" is the third daily departure in each direction on a 45-hr. run. In view of this formidable array, the Northern Pacific has now abandoned its intention to convert the "North Coast Limited" between Chicago and Seattle to a high-speed diesel train, and is concentrating instead on improving its service to intermediate areas.

Power-Operated Levers at Harrow

So satisfactory has the power-operated lever remote-control signalling system been found in meeting the conditions obtaining on London Transport lines that it has been adopted on a larger scale than hitherto in the resignalling carried out at Harrow-on-the-Hill in connection with the rearrangement of the track layout and other improvements. As will be seen from the article we publish in this issue, there are three remotely-controlled subsidiary power lever-frames, actuated from one main or master frame containing route-levers by means of which the whole of the working normally is directed by a single signalman. One of these subsidiary frames is, for convenience, arranged as an extension of the main one, so that the signalman sees the levers therein moving to and fro as he works his route-levers. The other subsidiary signal boxes are located at some distance, and can be operated locally at any time in an emergency, but normally are unattended. It is held that this arrangement combines maximum simplicity of circuits with a reduction in the amount of expensive cabling and relays, while offering less vulnerability to fire or other forms of damage than those types of installation in which everything is centralised.

British Transport Commission Statistics

ELSEWHERE in this issue we print a summary of the transport statistics for the second four-weekly period of this year, as published by the Commission. Our article does not comment on the statistics in detail because the comparative period of 1947 was thrown out of gear by the coal crisis. For a proper understanding of the statistics, attention to a factor of that kind should be drawn in a prefatory note. The need for some guiding remarks to the study of the figures is exemplified further by the British Railways staff returns. No. 1 bulletin gave the total number on pay-roll at the beginning of the period ended January 25 as 678,955 and at the end of the period as 681,118—an increase of 2,163. No. 2 bulletin adds 1,158 to the second total and shows the number of staff on January 26 as 682,276. A discrepancy of this size called for some explanation.

It is important to have correct figures for the staff taken over by British Railways on January 1. If these were right in No. 1 bulletin, there has been an increase of 6,103 in the number of staff in the short interval of 8 weeks. Some grades, such as locomotive drivers, firemen and cleaners, were undermanned, but there is no apparent reason for additions to many other grades. Why, for instance, should 1,809 more salaried staff be employed after unification of the railways began?

In March, 1939, according to Ministry of Transport figures, the total number of persons employed by the railway companies, including the Railway Clearing House but excluding London Transport railway staff, was 570,705. That was a low figure because 1938 traffics were poor, but in March, 1938, after a good year in 1937, the number of people employed was only 591,547. On February 22, 1948, the number was 685,058. The difference of over 90,000 between the pre-war and post-war figures may be explained in part by the inclusion in the British Railways total of some staff not covered by the 1938 and 1939 returns, but it is most desirable that a clear statement on the staff position should be made, indicating amongst other things, how far the new staff statistics are comparable with the old returns issued by the Ministry of Transport.

British Transport Commission Organisation

BY the courtesy of the Chairman of the British Transport Commission, we are able to reproduce in this issue a chart showing the organisation of the headquarters office at 55, Broadway, Westminster, as it stood last month. It should not be assumed that the organisation has reached its final form. At present only the Railway Executive and the London Transport Executive are in complete working order. As and when the Executives responsible for Docks & Inland Waterways, Road Transport, and Hotels get into full action, the volume of work passed up to the Commission will increase, and no doubt some time will be occupied in reconciling the views and interests of the five authorities designed to act as its agents. Should some expansion in the establishment be thought necessary at that stage, we hope that the tendency of most government departments, and of certain corporations responsible to Ministries, to inflate their headquarters staffs will be resisted stoutly.

The three chief officers of the Commission, all with equal status and each with direct access to the Chairman and to the Commission as a body, are the Chief Secretary & Legal Adviser (Mr. Miles Beevor), the Comptroller (Mr. R. H. Wilson), and the Chief Public Relations & Publicity Officer (Mr. J. H. Brebner). Each of these Chief Officers submits schemes directly and independently to the Commission on matters falling within his respective sphere.

Apart from secretarial work, pure and simple, such as the keeping of minutes and records, Mr. Miles Beevor supervises the preparation of cases for the Commission. Three assistants deal with staff questions, works and development, and traffic matters. We assume that the assistant secretaries will consult freely with the chief officers of the various Executives, so as to curtail correspondence as far as practicable. In a large measure the success of this branch of the organisation may depend on frank consultation between the Commission's staff and their opposite numbers on the Executives. Without such intercourse, the different types of transport are not likely to be treated as one undertaking in more than name.

The legal side of Mr. Miles Beevor's responsibilities will be free from detail business, but we interpret the statement that litigation is delegated to the Executives to refer to ordinary cases, ruled largely by precedent. When important questions of policy arise, we assume that the Chief Legal Adviser of the Commission will be consulted.

The article on page 686 defines the functions of the Comptroller at length and explains how these are to be carried out through a small expert staff, distributed over five sections in charge of officers bearing the designation of Director. In substance, the department replaces the Finance Committees of the nationalised companies. These committees controlled the issue of capital, besides acting as watch-dogs on net revenue, banking arrangements, and investments. At present, when capital developments are limited rigidly and a strict check on spending is essential, the Comptroller stands in pretty much the same relation to the Executives as the Treasury does towards Government departments. There are, however, two marked differences. The Comptroller has established a system of interworking with the Financial Advisers to the Executives which should lead to a mutual understanding of problems and policies. So far as we are aware, the Treasury has no similar machinery for easing its dealings with departments subject to its financial control. Secondly, apart from this basic difference of method and the much greater devolution of responsibility, the organisation of the Comptroller is concerned with a larger field and with matters of a positive or constructive character rather than with mere restraints.

The importance which is attached to the publicity and public relations activities of the Commission, and by inference, to those of the various Executives, is indicated by the establishment of a chief officer charged solely with responsibility for this work. This, no doubt, reflects the appreciation by the Commission that transport in all its branches, because it impinges directly on the lives of the public at so many points, ultimately must be dependent for its success on public goodwill. Not only close contact with the needs and reactions of traders, travellers, local authorities, and so forth, but also the fostering of co-operation and "pride in the job" by the staff, form part of the responsibilities of this department. The

personnel of the Public Relations Policy Committee indicates that it is intended that public relations in its broadest sense should be directly associated with management at the top Executive levels.

It is still difficult to see why the Commission suggests that it is not practicable to incorporate any figures of expenditure in the four-weekly statement of traffic receipts. We trust that the Commission will look into this question again. From every point of view, it is desirable that the people should know whether the rumours in circulation about heavy losses on railway working are founded on fact.

We are glad to learn that the Commission is taking the lead in dealing with Transport charges. In a recent article we indicated our opinion that the preparation of charges schemes should proceed with despatch, and Sir William Wood, with his wide experience of past inquiries into rates and fares, will no doubt impart the necessary drive into the proceedings of the Charges Committee over which he presides. With the appointment of Mr. A. E. Sewell as Charges Adviser and the transfer of the Railway Research Service to the Secretariat, the office in Cowley Street, Westminster, which was built for the North Eastern Railway Company in 1906, has passed to the care of the Commission. Perhaps "No. 4" is the most dignified railway building in London and we like to think that it will remain in good keeping.

We have given a liberal amount of space to this account of the British Transport Commission's organisation, because the arrangements have been designed to discharge responsibilities of fundamental consequence to the well-being of Great Britain. As this article took shape, we were impressed more than ever by the magnitude of the task which has been entrusted to the Commission. Critical though we may seem to be at times of its work and of the performance of its Executives, we fully appreciate the difficulties which have to be surmounted, and will aim at making constructive suggestions.

* * *

British Railways Summer Timetables

A PART from the few innovations already mentioned in these columns, the "extensive train-service improvements introduced by British Railways on May 31" consist almost entirely of "Fridays and Saturdays only" holiday trains, and some strengthening of the Sunday service. This was perhaps inevitable, having regard to the well-nigh insuperable difficulties in the way of increasing mid-week travel and the natural desire to use the permitted amount of additional mileage where it is most needed; but there is now very little inducement, for those who can avoid weekend travel to and from holiday resorts, to heed the advice of the posters and travel "when there is more room." Not only are the restored through trains to Bournemouth from Birkenhead and from Newcastle limited to Friday and Saturday running (the Newcastle to South Wales service *via* Banbury is not re-instated at all), and almost all the faster trains on the territory of the old Great Eastern restricted to Saturdays, but even the "Devonian's" patrons have their through service from Bradford to Kingswear at weekends only and must change at Bristol on other days; and the Western Region's service from the Midlands to the West of England *via* Standish and Yate is still limited to the one daily Wolverhampton and Penzance through train, all the others running on Friday nights and Saturdays only. The "Pines," which still works daily to Bournemouth *via* Bath, with a through portion from Manchester but no restaurant car, is almost the only exception.

The improvements foreshadowed in the Kings Cross and West Riding services, already the subject of much correspondence, consist of weekend duplications, one new train on Sundays, and the "Queen of Scots" Pullman from July 5. The last-named runs non-stop to Leeds in 10 min. less time than the "Yorkshire Pullman," at a similar supplement of 8s. first and 4s. third class. Over the old Great Central route, there is a welcome restoration of the 10 a.m. from Bradford Exchange to Marylebone, now the "South Yorkshireman." Unfortunately this train is not routed *via* Halifax, but it takes 5½ hr. instead of its old 4-hr. 55-min. schedule to reach London, and has caused the 10 a.m. from Manchester (whose path it takes from Sheffield) to revert to its old popular

departure time of 2.20 p.m., though the Marylebone arrival is 7.23 instead of the 1939 6.38 p.m., and 2 hr. 11 min. are allowed it for a non-stop run up from Leicester. The old 6.20 p.m. return time of the 10 a.m. from Bradford being now occupied by the "Master Cutler" at 6.15, 29 min. slower to Sheffield than the 6.20 of 1939 and with one stop less, the pre-war 4.55 p.m. from Marylebone to Manchester reappears as a Bradford service at 4.50. This train is 47 min. slower to Sheffield than its predecessor in 1939, and takes 5½ hr. to reach Bradford—31 min. slower than the 6.20 in pre-war days—though it manages to beat the 4.50 p.m. from St. Pancras to Bradford by 35 min. From Sheffield to London, the "Master Cutler" still gives the best advertised time by 5 min., but in the down direction St. Pancras has a train in 3 hr. 38 min., compared with Marylebone's best time of 3 hr. 47 min., though neither service can yet be considered quite satisfactory for the towns it has to serve. Acceleration, however, is less important, generally, than the improvement of long-distance connections, and the restoration of many which were ruthlessly broken during and after the war, and it seems time for more regard to be paid to the many cases where services are still duplicated by parallel routes, and for the mileage to be utilised to better advantage.

In the Western Region's timetable the 4.30 p.m. from Paddington to Plymouth and the 7.15 a.m. up train run daily instead of on Fridays and Mondays respectively; there is a new service at 10 a.m. from Oxford to Worcester and Hereford, connecting with an 8.10 departure from Paddington and returning at 2 p.m. from Hereford (this is a one-class diesel except on Saturdays); and the 7.30 a.m. from London to Bath is restored. Apart from the running of a daily train to Plymouth at 11 a.m., so that the "Torbay" reverts to its old 12 noon departure, and the improvement of the service from Reading to Devon and Cornwall, most of the other additions to the timetable are weekend trains, and the 11.15 a.m. from Paddington, restored on Saturdays only, gives the best timing in operation to Bristol (2 hr. 17 min. with one stop), just as the 11.35 a.m. on Saturdays only to South Wales is the fastest train to Newport in 2 hr. 35 min.

On the Southern Region, the "Devon Belle" Pullman runs on five days in the week on its 1947 schedule; the 6 p.m. from Waterloo is daily, instead of Fridays only, from Exeter to Plymouth; and the 4.30 p.m. from Exeter to London is restored. The restaurant car on the 10.50 "Atlantic Coast" from Waterloo now works through to Padstow, and the car on the 2.50 p.m. runs to Ilfracombe. In the Bournemouth service, the 10.30 a.m. becomes again a daily train from London; the 3.20 p.m. relief to the 3.30 appears once more in the timetable; and the 2.30 p.m. from Waterloo is the only omission from the hourly sequence of Bournemouth departures from 8.30 a.m. to 7.30 p.m. There is, however, no train now booked between London and Bournemouth in 2 hr., as 5 min. has been added to the schedule of the "Bournemouth Belle" in each direction. From Charing Cross, the standardisation of departures to Folkestone and beyond at 15 min. past the hour has been carried a little further, but practically the only novelty, on what was the Eastern Section, is the daily "Thanet Belle" Pullman from Victoria. The previous attempt of this nature was the running, in the summer of 1921, of a first class Pullman on Sundays at 10.10 a.m. from Victoria, returning from Ramsgate at 5.30 p.m., on a 90-min. non-stop schedule between London and Margate. The present two-class service is a heavier ten-car formation of 330 tons, routed over the Catford loop, and is allowed 107 min. down to Margate, and 112 min. up, with Whitstable and Herne Bay stops, but the Kent Coast trains are still the least satisfactory of the Southern Region's steam services, and, apart from morning and evening residential trains, the Pullman, at a supplement of 3s. 6d. and 2s. in first and third class, is the only train to reach Margate in under 2 hr.

The London Midland Region has restored a daily 12.40 p.m. from Birmingham to Euston, balanced by the daily running of the 5.35 p.m. down (hitherto a Fridays only train), as well as an afternoon service from Lancashire to Scotland, leaving Preston at 3 p.m. daily. The balancing train, at 2 p.m. from Glasgow, has not reappeared, but both the 10.30 a.m. and 4.15 p.m. services to Lancashire are duplicated daily, and the Liverpool portion of the 4.15, leaving Glasgow at 3.55, gives the best time of this still rather "warlike" service—

5½ hr. from Glasgow to Liverpool Exchange. Over the old L. & N.W. route between Manchester and Liverpool, there are still only 7 westbound and 5 eastbound trains which make the 31½ miles journey in under an hour, and the Manchester and Birmingham service has been worsened, as the "Pines"—10.25 a.m. from London Road, due back into Mayfield at 4.45 p.m.—which used to give services in 2 hr. 12 min. and 2 hr. 15 min., no longer conveys Manchester and Birmingham passengers, even on Mondays to Fridays, and there is no morning service in under 3 hr. to New Street. A restaurant car now runs to Crewe on the 7.20 p.m. Inverness sleeping car train from Euston, but the timings of the West Coast Scottish services are practically unchanged.

On what were the Central and Midland divisions, there is nothing to chronicle. The five St. Pancras and Manchester trains still average 4 hr. 43 min. down and 4 hr. 44 min. up, so that they can hardly be expected to give much relief to the Euston services, where the six principal expresses average 4 hr. 12 min. and 4 hr. 13 min. It would be uncharitable to criticise the many extra allowances of 5 and 10 min. which are still being added to the schedules of London Midland trains, as "recovery" time is still necessary to balance losses by engineering work, and many of the "public" arrivals, all over the line, are considerably later than working book times. But this latter practice is confusing, to public and to staff, and gives the impression that the services are slower than they really are.

The timetable books of the Eastern and North Eastern Regions are both issued at 3d., and the latter includes the Kings Cross and York main line and most of the West Riding services. The "Flying Scotsman," non-stop to Edinburgh in 7 hr. 50 min. compared with 7 hr. in the 1939 summer, has all its pre-war amenities, except the short-lived hairdressing saloon, restored, and is preceded daily by a 9.50 from Kings Cross to Edinburgh and Glasgow, serving Grantham (where the 10 a.m. passes it), Darlington and Newcastle, and followed by a 10.5 to Edinburgh, which calls at Peterborough, York, Newcastle, and Berwick. As there is also a daily 9.15 a.m. from Kings Cross to Newcastle, a chance seems to have been lost here to experiment with an earlier departure for Scotland, which would have relieved the congestion around 10 a.m. and could have fallen into the path of the pre-war 11.30 a.m. from York to Edinburgh, and connected with the 4.5 and 4.20 p.m. from Waverley to Perth and Aberdeen. In the up direction, the non-stop from Edinburgh to Kings Cross is preceded by a 9.50, which runs up behind the "Flying Scotsman" from Darlington, and is followed at 10.15 by the 8.35 a.m. from Glasgow to Kings Cross, but there is no restoration of the 8.5 a.m. service from Edinburgh to London. The afternoon trains, at 1 p.m. from Kings Cross and 1.45 from Waverley, are almost unaltered, and the heavily-loaded up train, at 4.34 from Newcastle, has a relief only on Fridays and Saturdays at 4.15, which now starts from Glasgow at 11.48 a.m. on those two days.

The "Queen of Scots" Pullman, from July 5, at a supplement from London to Edinburgh of 11s. and 6s. 6d., takes 8 hr. 42 min. down and 8 hr. 45 min. up, compared with a pre-war schedule of 7½ hr. (when additional stops were made at Drem, and at Holbeck on the up journey), and runs via Leeds and Harrogate. The 1939 allowance of 3 hr. 11 min. from Kings Cross to Leeds is now 3 hr. 42 min., but although 15 min. later running of the 8 a.m. from Newcastle to Kings Cross has forced the London arrival of the 9.50 a.m. from Leeds (the only train, apart from the Pullmans, booked to cover the 185½ miles in under 4 hr.) back from 1.47 to 1.55 p.m., the average time between Kings Cross and Leeds, by seven expresses in each direction, is now 4½ hr., compared with the average over the old Midland route of 4 hr. 53 min. by five down and 5 hr. 3 min. by six up services. Almost all the other novelties on the Eastern and North-Eastern Regions are weekend and Sunday trains, but some of the Saturdays only reliefs to Scotland run practically as fast as the regular expresses (the 11.45 a.m. from Kings Cross, for example, is due at Waverley at 7.54 p.m. with Peterborough, York, and Newcastle stops); and in the north there is a welcome restoration of buffet cars between Newcastle and Carlisle, and on the regular-interval trains between Newcastle, Sunderland, and Middlesbrough.

The Scottish Region's book, a 3d. publication on the lines,

not of Bradshaw, but of Murray's *Timetables*, is the only one of the six publications to attempt any fusion or geographical rearrangement of train services. The sequence of the tables is at first rather confusing, as the Berwick and Carlisle to Edinburgh main lines are sandwiched in among local services of the old Glasgow & South Western area, and the Highland is relegated to the end of the book; but the Edinburgh and Glasgow trains by both routes now appear on consecutive pages. There is some valuable steamer and bus information, though it is curious that the Inverness and Fort William road services should have been omitted from the latter. The book, like that of the London Midland Region, contains no maps. Some of the train times do not agree with the Scottish particulars included in other regional books (in particular, the 8.35 a.m. from Inverness to Perth of the London Midland timetables is 8.20 in the Scottish publication), and some of the notes and symbols are at variance with accepted practice—"S," for instance, which is the recognised sign of a "Saturdays only" train, being used on the Edinburgh and Glasgow pages to indicate the Pullman.

The principal alterations include the departure from Glasgow Central at 4 a.m. of the old 4.20 "Postal" connection to Aberdeen, where it is now due at 7.46 instead of 8.2, and connects again with the "Great North" 8.5 a.m. to Inverness. It is allowed 106 min. for the 89½ miles run from Perth to Aberdeen, with Forfar and Stonehaven stops, and the previously advertised non-stop run in 95 min. disappears. The Aberdeen "Postal" vehicles of the 8.30 p.m. from Euston now follow independently from Perth, as the unpunctuality of the "Postal" made the combining at Perth of the two trains a very rare event, and the passenger portion from Glasgow, leaving Perth at 6 a.m., connects out of the 7.20 p.m. (not the 7.30) from Euston, and gives a West Coast night service to Aberdeen in 12 hr. 26 min. compared with 12 hr. 5 min. by the "Aberdonian" from Kings Cross, though there is a 75-min. wait at Perth by the Euston train.

There are great improvements on the Edinburgh Waverley and Glasgow Queen Street line, with 60- and 62-min. non-stop bookings; buffet cars appear again between Edinburgh Waverley and Perth and a restaurant car runs on Sundays between Perth and Inverness, and through carriages are advertised on the Edinburgh and Inverness night service. There are the usual additional summer trains (from June 12) on the West Highland, and between Inverness and Wick, though the latter, at 4.15 p.m. from Inverness, still takes 6 hr. over its 161-mile journey, which the Highland covered in 70 min. less time forty years ago. In Scotland, as on the Western, Eastern, and North-Eastern Regions in England, there is no undue allowance of extra time to the "Saturdays only" trains, and the five additional expresses, which leave Glasgow for Aberdeen up to noon on Saturdays, only average 3 hr. 40 min. on the 153-mile run, while on the Callander & Oban line (where restaurant cars reappear) a Saturday service from Glasgow to Oban in 3 hr. 37 min. recalls the previous 3 hr. 35 min. schedule of the Caledonian's "C. & O. Hotel Express" 43 years ago!

It is unfortunate that the 4.4 a.m. from Edinburgh to Perth, which was the connecting link between the East Coast night expresses and the Highland mail, should still be absent from the timetable; and some other very important connections have not yet been restored. There is no service from Perth to enable North passengers to catch the 1.45 p.m. from Waverley to Kings Cross; the 8.55 a.m. from Perth to Euston still misses at Crewe its long-established connections for Birmingham and the West of England (though there is a new 8.35 a.m. service from Stirling at weekends which partially restores this communication); and although later running of the 9.45 p.m. from Edinburgh Waverley to Perth has reinstated a connection with the 7 p.m. from Carlisle, the day service from St. Pancras to Edinburgh, due at 7.19 p.m., narrowly misses both the 7.5 to Perth and 7.15 to Aberdeen. The latter, it should be noted, is not the "Flying Scotsman" service to the north, as a new train runs from Edinburgh at 6.20 p.m. to Aberdeen with passengers out of the 10 a.m., and, presumably, the 9.50, from Kings Cross, so that the severance of the connection from the Midlands to Dundee and beyond is difficult to justify. But we hope that future issues of the Scottish Region's timetable will prove that these inconveniences are only of a temporary nature.

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

"Post Office Red"

London, S.W. June 1

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—With reference to the editorial, "Why Not Post Office Red?" in your issue of May 28, apart from entertaining me, which it certainly did, I believe there is a lot of truth in it. I believe there is no more attractive colour than Post Office red for trading industrial organisations, and I hope that one day the British Railways will follow the lead given by the Post Office with its pillar boxes and mail vans, and London Transport with its buses and Underground trains.

Yours faithfully,
ONLOOKER

London, S.W.3. May 30

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—As a disbeliever in the merits of nationalisation, it is enlightening to see the British Railways progressing by paint to perfection; but surely, sir, the really appropriate colour is that of a raspberry!

One could proceed at some length, starting from the usual thought that crying comes *after* the milk is spilt, but in the case of the railways the crying took place on the passing of the Act—long before the milk is to be spilt by the engine artists!

Yours faithfully,
A SOUTHON

35, Knutsford Road,

Wilmslow, Cheshire. May 22

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—With regard to the much debated question of liveries for British Railways, why on earth have you developed so much enthusiasm for "Post Office Red"? Nothing more commonplace or inartistic could be imagined, and in any event, why should the railways appropriate the established colour of the *Post Office*; surely they are worthy of their own livery.

Personally, I think the Railway Executive is to be congratulated on its enterprise in this matter, and on its efforts to get away from the uniform dowdiness of recent times. But "Post Office Red"—surely we see more than enough of it on pillar boxes, buses and the "Underground"; may we be preserved from a new surfeit of this gaudy apparel.

Yours, etc.,

S. ELLINGWORTH

[Our correspondent seems to have missed the point about the use of Post Office Red. Its use by the Post Office has established it in the public mind as synonymous with a nationalised service. It can also be argued that there is no more attractive colour than Post Office Red for trading industrial organisations. London Transport already uses red for its central buses, and its Underground trains.—ED., R.G.]

Train Service Deficiencies

"Ravensbourne,"

Berkhamsted, Herts. May 31

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The interesting analysis in your May 21 issue of London's outer suburban train services emphasises to a marked degree the severity of the wartime cuts on the main line of the old L.N.W.R., which for some reason alone amongst all the lines radiating from London remain practically as they were in 1944. It must be conceded that the drastic curtailment during the war years was rendered necessary (apart from shortage of engines, stock, and labour) by the heavy occupation of the line by wartime freight trains; but this consideration obviously no longer applies, and even if freight traffic continues to be heavy, the position is no worse than on the Midland and G.N.R. main lines, where reasonable passenger services are provided in spite of the additional difficulty of the Hadley Wood, etc., bottlenecks in the case of the last named.

One of the most glaring deficiencies is the lack of an up train on Saturday afternoons from Berkhamsted between 1.12 and 5.56 p.m. A gap of no less than nearly 5 hr., and this, at one of the most busy periods of the week, is obviously beyond all reason on a main line 28 miles from London. (Even on Mondays-Fridays, the interval is nearly 4 hr.). It would be difficult to find a remote country branch worse off in this particular respect. Space precludes detailing other deficiencies also in urgent need of attention, but mention might be made of the absence of any train to Town between 8.51 a.m. and 11.11 a.m. Cheap day ticket holders cannot therefore reach London before midday. There is no down train from Euston

between 8 p.m. and 9.55 p.m., and again to 11.50 p.m., whilst the last up train from Bletchley serving stations Tring-Kings Langley in the evening (necessary for making home connections from the North) leaves Bletchley at the ridiculously early hour of 6.48 p.m.!

Whilst the morning and evening business trains, although capable of sundry minor improvements, are generally speaking reasonably good and well-timed, the non-rush hour service on what was once England's "Premier Line" is nothing short of appalling.

Yours faithfully,
H. C. CASSERLEY

C.M.Es' Different Practices

"Gwynfryn," Uplands Crescent,
Swansea. May 31

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—With reference to Mr. Willans' article in *The Railway Gazette* dated May 28, entitled "The Paget Locomotive and After," Mr. Willans comments on the different practices employed by the chief mechanical engineers, and takes as an example the application and fixing on of mounting pads to locomotive boilers. He implies that the different methods used by the engineers concerned were solely to establish individuality in their work. He further states that the fixing on of the pads to the boiler plate by means of countersunk set studs was a bad engineering job.

I was, at the time, Chief Draughtsman to the Taff Vale Railway, and naturally was acquainted intimately with the views of the Chief Mechanical Engineer. The following are the facts:—

1.—With riveted pads, trouble had been experienced due to the pads leaking, and the C.M.E. took the view that having first carefully bedded on the pads, to finish up by riveting entailed severe hammering which was bound to create distortion in the pad, thus largely cancelling all the care which had been applied in the bedding process; to avoid the punishment which the pad had to suffer, it was decided to attach the pads to the boiler plates by employing countersunk set studs.

2.—This method was found in practice to cure the leakage, previously referred to, and fully justified itself.

Yours faithfully,
D. E. CAMERON, M.I.MECH.E.

Fares that Discourage Rail Travel

nr. Leeds. May 30

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—It is time that an end was made in the Railway Executive's apparent policy of driving passengers to road transport, which is so heavily over-loaded that it cannot accept them.

In front of me, as I write, is a handbill dated August 27, 1928, announcing "more big cuts in rail fares." These fares were at first called "experimental" and later "special" fares, and were highly competitive. The return bus fare to Leeds from here was 1s. 4d., and the single fare 11d. The ordinary third single rail fare, now to be superseded, was then 1s. 9d. The new special rail fares were to be 1s. 5d. day return and 10d. single. Later on, the return portion was increased in availability to three months. These fares were in operation, with increases, until 1941, when they were suspended to discourage unnecessary travel. They were not only issued to and from towns, but from each station on this branch to every other station on the branch.

At the present time, these special fares are still in disuse, discouraging all rail travel over short distances. The present-day fares, ordinary single and monthly return, are 2s. 9d. and 3s. 9d. respectively; and the so-called "cheap" day return is 2s. 9d., more than twice the bus fare. There is still a fairly good train service along this branch, but most trains are now empty. The buses, on the other hand, are packed to suffocation, and frequently unable to lift intermediate passengers.

Before the war, bus and train return tickets were interchangeable at par. Now, rail monthly return tickets are available on the buses, but anyone desiring to use a bus return half (costing 1s. 4d.) on the train, has a further 2s. 5d. to pay.

Surely it is time that the pre-war "special fares" should be restored, plus, of course, the authorised 55 per cent. increase, which would provide a return fare of about 2s. 2d. available for three months, and issued on any day of the week. This, of course, is not an isolated example, but a state of affairs in existence over the whole country.

About a month ago, with a tremendous flourish, the Railway Executive announced to the world that the cheap day fares now in operation on Tuesdays, Wednesdays, and Thursdays (return tickets at the ordinary single fare) would, from June 1, be issued on any day of the week, and stations in this area

were advised accordingly. As you may be aware by now, this facility now has been cancelled again, with no explanation, in this area at any rate. Perhaps it is now recognised that this concession was going to be insufficient, and other plans may be in the offing. I hope that is the case, but somehow I rather doubt it.

There is another example of meanness which ought to be brought to light. Cheap day fares are normally in operation from Leeds to Wetherby on Tuesdays. At Easter, a race meeting was held at Wetherby, and many special trains were run on Easter Monday and Tuesday to the re-opened racecourse station. The railway was sure of its passengers, provided the weather was good. Apparently it was decided that the passengers would travel at any price, and so a special day ticket was advertised to the racecourse station at the *full monthly return rate*, and the normal cheap day tickets were suspended. This is, in my opinion, an extremely shabby and despicable way of money-grabbing, unequalled in the days of private enterprise.

Is it Socialism?

Yours truly,

B. FARE

Are Locomotive Designers Conservative?

May 29

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Mr. Willans's article in your issue of May 28 is likely to cause much humorous comment amongst locomotive engineers in this country. Your editorial comment that engineers were responsible for shareholders' money is more than true, and Mr. Willans should have learnt through past experience that engineers dare not produce a design that will not be accepted on the world markets; many firms that have attempted this are now no longer in business.

I quote from an eminent director of research: "Bankers regard research as most dangerous and a thing which makes banking hazardous due to the rapid changes it brings about."

So what chance has the designer in the contract shop had in the past; perhaps we shall see more advance now from the railway shops, any losses of course being made good by the taxpayer.

While on this subject of locomotives and design, two outstanding features come to mind. First, what is wrong with the Superheater Company's multiple-valve superheater fitted in the smokebox, operated from the cab and alongside the boiler. The contractors have been fitting these for years on locomotives for abroad; it would be interesting to learn from the Superheater Company how many have been supplied, but they have yet to make their appearance in this country. Why?

The same applies to centre couplers for locomotives, carriages and wagons; when are they going to be adopted in this country. The two cases are mentioned to strengthen the argument that the designer in the contract shop is in no way to blame for the present state of affairs.

Yours faithfully,

ONE OF THE DESIGNERS

Main-Line Stops near Charing Cross

38, Thurloe Square,
London, S.W.7. May 30

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Is it not time that the practice of making Charing Cross-Ashford (Kent) trains stop at Waterloo Junction and London Bridge was discontinued?

Presumably the idea was to allow passengers to join and leave trains at these stations. But why arrest a main-line train when the locomotive is just "getting hold of" the load? Prospective passengers have a frequent train service (not to mention tubes and buses) to the point of origin.

I can see no good reasons for this outworn custom and five against it; viz.:

1.—It causes extra congestion on one of the busiest sections of line in the United Kingdom.

2.—It adds at least 15 min. on to the journey time.

3.—With "Merchant Navy" or "West Country" class engines the re-start almost invariably ends in a spine-shattering "set-back," which nearly wrenches the draw-hooks from their headstocks and the passengers from their seats.

4.—The rail-wear on the up line at London Bridge caused by the furious "slipping" of the said locomotives must be considerable.

5.—On the late G.W.R., trains for (say) Exeter do not leave Paddington and almost immediately stop at Westbourne Park and Old Oak Common. The prospective passengers join the train where it starts.

I am a fairly frequent traveller between Charing Cross and

Ashford, but surely the Southern should have thought all this out before I did—and acted on it.

Yours faithfully,

R. M. TYRRELL

"Workers' Control" of the Railways

Eritrean Railways,

Asmara, Eritrea. May 25

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—It is to be hoped that the suggestion of the *Railway Review*, commented on editorially in your issue of April 16, to the effect that political opinion should become a deciding factor in the appointment of executive staff on British Railways, will not be allowed to materialise! Should it do so, we may well find ourselves in the same position as certain foreign countries, where a change in Government is also liable to result in a change in management in the public services.

Which calls to mind a conversation I had with a carriage shed foreman on a British-owned railway in a country which had, perhaps, better remain nameless.

When walking round one morning I greeted him, as usual, with "Good morning, Alfredo, how goes the work?"

He replied: "Ah, sir, when you come round you always say 'how goes the work.' Were it on the — Railway (which was State-owned) it would be how many electors have you got!"

Yours truly,

O. P. C. COLLIER,
Major, R.E.

The "Thanet Belle"

The Railway Executive, Southern Region,
Waterloo Station, London, S.E.1. June 8

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Your editorial note in the June 4 issue of *The Railway Gazette* on the new "Thanet Belle" Pullman train is much appreciated, but there is one point in it on which I may perhaps be allowed to make an amending comment.

It is perfectly true that the initiative in this case arose at Waterloo, and that approval for the inclusion of the train in our current summer timetable was sought by me from the Railway Executive early this year. It is equally true that the approval was forthcoming without delay, but not "that matters of this kind rested with the Region."

In a lively organisation, which I hope the British Railways can claim to be, initiative ought to arise at all levels, but final approval of an entirely new train must rest with the Executive, and not with the Region which originates the idea; otherwise conflicting policies might well arise in different Regions.

The ready acceptance of our proposal for the "Thanet Belle" by the Executive is, I feel, a good example of central control allied to a freely decentralised regional organisation.

Yours very truly,

JOHN ELLIOT,
Chief Regional Officer

A Fireman's Views

The Railway Executive, L.M.R.,
Chief Mechanical Engineer's Office,
Nelson Street, Derby. June 4

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I have read with interest the communication published in your issue of May 21, 1948, under the heading of "A Fireman's Views" (page 594).

Actually, your correspondent is confusing two entirely separate issues. The manganese-steel liners have shown themselves capable of preventing the wear which normally takes place between the axlebox faces and those of the hornblocks, thus eliminating the play which gives rise to "knock" when the axleboxes are forced by the driving loads from one side to the other.

The one Class "5" locomotive at Perth which is referred to as receiving special attention, with the inference that this, and not the manganese-steel liners, is the reason for the very high mileage run, is actually only one of ten locomotives of the same batch which already have attained mileages, since new, of between 130,000 and 150,000, without any repairs being carried out to wheels or axleboxes.

The other feature to which "Druimachdair" refers is a "thump" which has its source in the cylinder itself and is due to the actual setting of the valves. This trouble has recently been very carefully investigated, and it is now found that it can generally be rectified by a slight alteration in the valve setting.

Yours faithfully,

H. G. IVATT,
Chief Mechanical Engineer

The Scrap Heap

ELECTRICITY AUTHORITY HEADQUARTERS

The British Electricity Authority has acquired the lease of the six upper floors of the premises in Oxford Street, London, of Waring & Gillow on a 33 years' lease. It will be used as the authority's headquarters, at present in Portland Street. The floor space is approximately 154,000 sq. ft. The rental is in excess of £100,000 a year.

100 YEARS AGO

From THE RAILWAY TIMES, June 10, 1843

PATENT RAILWAY SIGNAL CORD,
for WORKING DISTANT SIGNALS and OTHER COMMUNICATIONS on RAILROADS, MINES, &c.
This article is composed of a number of wires made into a cord or rope by machinery; it very slightly elongates or shortens by change of temperature, and is NEVER BROKEN by frost. For working signals it can therefore be relied upon with the GREATEST CERTAINTY.

Price, GALVANIZED, 19s. per 100 yards, VARNISHED, 16s. per 100 yards, delivered at LIVERPOOL, LEEDS, or LONDON.

F. and H. J. MORTON,

19, North John-street, Liverpool;
6, Albion-street, Leeds.

N.B. GALVANIZED TINNED IRON RAIN-WATER SPOUTINGS, RIDGE-CAPS, and ROOFING, kept in stock; also McNEILL'S ASPHALTED ROOFING and BOILER FELTS.—AGENTS FOR THE PATENTEES.

"NEW LOOK" FOR ENGINES

Passengers at Paddington Station on May 31 had a shock when a garish blue monster drew up at No. 4 platform. It was a "King" class locomotive, the most powerful express passenger engine in use today, painted in the new experimental colours of blue and black with a lining of red, cream and grey, and inscribed "British Railways." First reactions were anything but complimentary. A hurried poll revealed a general preference for the more dignified and serviceable green of the old G.W.R. "It has too much of a utility look," ventured a station inspector. Even the driver was rather cynical. Certainly the "New Look" did not seem to harmonise with the drab surroundings at Paddington, still less after the last-minute polishing of the funnels as it stood in the platform.—From the "Western Mail."

HISTORY RECALLED BY BUTTON

Recent excavations on disused station premises at Mochdre (Denbigh), on the North Wales main line of the London Midland Region, have brought to light a metal uniform button inscribed with the monogram of the Chester & Holyhead Railway, the centenary of which occurs this year. The railway was completed throughout on August 1, 1848, except for the connection across the Menai Straits by means of the Britannia Tubular Bridge, which was finished two years later. The Chester & Holyhead Railway became absorbed into the London & North Western Railway in 1858.

SIGNALMEN'S TRIALS

To the Editor of "The Railway Gazette"
SIR,—Forgive me the stationery, but I am very annoyed—and I'm writing this letter before I cool down.

The scene: A Class "3" signal box.

The time: 2.30 a.m.

Principal actors: A cursing signalman, and a "sticking" block instrument.

Scene one: The signalman notices the three-position disc of a Spagnoletti block instrument has not returned to normal position after "Train out of Section" has been received, and taps instrument glass.

Scene two: Instrument sticks again and signalman flicks instrument with lever cloth.

Scene three: Instrument sticks again and signalman shakes instrument shelf.

Scene four: Instrument sticks again and signalman borrows pilot driver's cool peck and writes his resignation out.

Should this meet the eye of the i/c Telegraph Dept., perhaps he can explain, why, despite genuine efforts on the part of linemen, this trouble is never effectively cured. The same applies to the old pattern signal and slot repeater, they are for ever sticking up. In the course of 8 hr., if a signalman does his job properly, it involves quite a lot of unnecessary work. Spagnoletti must have been a good Telegraph Superintendent, and his invention has done long and faithful service. Now we have a new pattern instrument on the way, and please—no discs that stick.

Just one other item. It has been the practice to install telephones of a utility

type, and to call a particular box or station one has to ring a prescribed code. As new stations are added to the circuit, so new codes are added to them.

This is a list of the codes for one phone: 3.1 — 2.4 — 3 — 5 — 1.3 — 2.5 — 1.2 — 2.1 — 4.3 — 2.1.2 — 4 — 2 — 3.4 — 2.3 — 4.1 — 4.2 — 6 — 3.2 — 1.4.

The noise that ensues would provide good background music to a Dick Barton programme.

Yours wearily,

SIGNALMAN

INTRODUCTION TO AUSTERITY

On board a liner that reached Liverpool from Canada recently were a large number of American visitors.

This was their welcome:—

(1) The ship arrived at 12.45, but the London train did not leave until 6.30.

(2) Having struggled with their luggage through the Customs, they were mostly all on the train by 5. They asked for a drink.

(3) The train steward said no drinks could be served until the train started.

(4) 6.30, the train got under way. Again a request for drinks. "Well," said the steward, "we are very short of drink in this country. For these two dining cars we have been allocated only one bottle of gin, one bottle of whisky and 12 bottles of beer."

(5) One drink each and the whole lot vanished. The rest of the journey was spent on orange squash.

(6) Dinner. The choice was tomato soup, cold meat or stewed chicken, and jellied trifle.

My reporter on the train gives me this description of it:

The soup was red in colour, but it had no flavour whatsoever. It occupied about half an inch in a soup plate.

The "cold meat" was, apparently, liver sausage and some member of the spam family. I tried the chicken. It was obviously pre-nationalisation. Almost black and so tough it might have been made of rubber. I got two mouthfuls from my portion.

The sweet seemed to consist of a piece of stale bread and some currants, overlaid with red but tasteless jelly. The meal was absolutely disgraceful.

For five hours and a half this company of dollar-bringing visitors endured the train. On their way they passed through Crewe, which looked even a little worse than usual: cups and saucers littered the platform, straw and mud were everywhere.

And then midnight at Euston. That experience is one the whole Railway Executive should undertake if they mean to do their job properly.

Now British Railways will no doubt again protest, and again produce for me the evidence of train menus that offer grilled plaice, roast beef and roast goose. But it won't do. Menus don't necessarily mean meals eaten by travellers.

I have as a house guest a woman who travelled from Leeds on Saturday morning in one of the crack trains of the day. She had lunch on the train: the only things on offer were minced meat, boiled cod, and sausages. There had been a sweet, but it was finished. There was no cheese.

Putting on rubberised chickens and "dining-car rissoles" and forgetting to put on drinks is no way to treat the customers, and it is certainly folly of the highest order so to treat visitors, and especially visitors with dollars to spend.—From "Londoner's Diary" in the "Evening Standard."

Ride for the Bride



A special train was provided recently on the 15-in. gauge Romney, Hythe & Dymchurch Railway for a couple married at New Romney

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

INDIA & PAKISTAN

Liquor Ban for Railway Catering

The Central Advisory Council for Railways has agreed to ban the serving of liquor in refreshment rooms and dining cars in India. The council also decided that refreshment rooms should provide food, both vegetarian and non-vegetarian, and cooked in Indian as well as Western style.

Child Beggars at Stations

Among other subjects discussed by the council was begging at railway stations. It was considered unethical and antisocial to allow this nuisance to continue, especially as many of the beggars were children, who would grow into undesirable citizens if allowed to continue in this course. The council recommended that arrangements should be made to remove some of the children, in co-operation with the provincial governments, and send them to an orphanage or children's home.

Heavy Casualties in Bihar Accident

The 9 up "Dehra Dun Express," which left Howrah at 7.20 p.m. on May 14, was derailed near Dhanbad on the Grand Chord of the East Indian Railway at about 2 a.m. the next morning. The derailment, which took place about 160 miles from Calcutta, is suspected to have been caused by sabotage.

Thirty-one persons were killed and 101 injured, 19 severely, as a result of the accident, which occurred on a 40-ft. embankment carrying a double track. Most of the casualties were in the second and third vehicles—two lower class coaches—which turned completely over. The fourth, fifth, and sixth coaches also derailed, but did not cause much loss of life. The other track was not obstructed, and through running with single-line working was restored 5 hr. after the accident.

The Government Inspector of Railways, Calcutta, held an inquiry into the accident on May 19. The Governor-General, Lord Mountbatten, telegraphed to the General Manager, East Indian Railway, expressing his sympathy with those injured and the families of those killed in the accident.

SOUTH AFRICA

Cape Midland Improvements

The locomotive depot layout at Sydenham (Port Elizabeth) will be completed this year at a cost of £7,170. Up to the end of March, 1948, £286,830 had been spent on this new depot, which replaces the old one at North End. The Sydenham depot is situated on 25 acres of reclaimed land at the Sydenham Creek, and the reclamation entailed the dumping of 126,000 cu. yd. of soil.

The running shed is built of brick and concrete. It is 450 ft. long by 180 ft. wide and encloses 5,600 linear ft. of pits. This depot employs about 680 workmen, and the facilities provided for them include ablution blocks with locker rooms, hot and cold water showers, and dining rooms.

A second railway reconstruction scheme at Port Elizabeth is the new marshalling yard and avoiding lines at New Brighton, which are estimated to cost £676,000. Of this amount, £105,511 has been spent already, and this year a further £30,000

has been allocated from loan and betterment funds.

A sum of £17,620 has been provided this year for beginning work on the replacement of a bridge on the Port Elizabeth—Naauppoort section; and relaying and strengthening of open lines on this system will take over £125,000. Regrading and deviations will account for a further £20,000. The new station buildings and system offices at Port Elizabeth will have an allocation of £15,000 this year. The total cost of this work is estimated at £344,000. At Uitenhage the new station buildings will have £43,000 spent on them; £80,000 has been put into this work already, the total cost of which will be £300,000.

EAST AFRICA

Sir Reginald Robins on New Organisation

A survey of the way in which the newly-amalgamated East African railway systems will work, and how the interests of the customer will be safeguarded, was given to the Nairobi Rotary Club on May 21 by Sir Reginald Robins, Commissioner for Transport in the East Africa High Commission. He pointed out that Parliamentary control of the East African Railways was vested in the Central Assembly. The change from three controlling bodies to one was, in his opinion, a major step forward. The Central Assembly would be the forum in which the Commissioner for Transport would have to justify his stewardship.

He added that Parliamentary control was not altogether satisfactory for running business enterprise, and it was, therefore, necessary to set up a body to exercise more detailed control. It had been decided that there should be a Transport Advisory Council consisting of the Commissioner as Chairman, three members appointed by the High Commission, and two members appointed by each of the three territories. He hoped that the council would become a quasi-expert body dealing with the transport industry. It would deal with all legal matters, with the raising of loans, major changes in conditions of service of staff, major changes in tariffs, and co-ordination with other forms of transport.

Then there was the need of other bodies to deal with local problems, and Sir Reginald said he intended to suggest at the first meeting of the council that two sub-committees should be appointed, one to deal with railway and the other with port matters. It might be necessary, later, to have further sub-committees to deal with other forms of transport. He would suggest that the sub-committees should consist of three members from the council itself and two each from the three territories; in addition, the committees should have power to co-opt two additional members to give the committees the benefit of specialised local knowledge. Such a step would remove any feeling of over-centralisation, or the idea that there might be overpowering influence from one territory.

Common Tariff Proposals

Immediate problems were organisation, and the provision of proper legislation to cover the combined railways. Then came the question of the promised common tariff structure, and with it the need for

a common structure of weights and measures. In view of the fact that East Africa was closely connected with the United Kingdom and other parts of the Empire using British weights and measures—as opposed to the metric system—he had come to the conclusion that there was no alternative but to adopt British measures throughout the railways. He personally would have liked to see the introduction of the 2,000-lb. ton which, with East African currency, would provide very ready reckoning; but it might not be popular and he would not do it unless he had the overwhelming support of the commercial community and the public.

Regarding long-term schemes, there would have to be consideration of the connection of various parts of the system. There was the possibility of a link-up between the Mikindani line in Tanganyika, now being built in connection with the groundnuts scheme, and the Rhodesia Railways. In his view, an outlet for the Rhodesias via Mikindani would be ideal. In times of stress the railways could help each other, and it might eventually be possible to bring about a link up through the Southern Highlands to the Central line in Tanganyika.

CANADA

New C.P.R. Equipment

During the period from April 1 to April 17, the Canadian Pacific Railway received four completed first class coaches from Angus Shops, bringing to 33 the number received out of an order of 35.

Also received were 300 50-ton steel-sheathed wood-lined box vans from the National Steel Car Company, making the total received 424; and 144 70-ton triple hopper wagons from the Eastern Car Company, making the total received 191 out of an order for 350.

One 1,000-h.p. diesel shunting locomotive was received from the Baldwin Locomotive Works and placed in service. This was the first received of an order for 24. Four "G5D" class locomotives were received from the Canadian Locomotive Company.

UNITED STATES

Union Pacific Tunnel to Complete Doubling

The Union Pacific has now almost completed the doubling of its Omaha—Salt Lake City line, a distance approaching 1,000 miles. There is, however, an important short link at Aspen, in Wyoming, where there is a 6,700-ft. single-line tunnel. A second parallel single-line tunnel is now being driven, a work estimated to cost \$8,000,000, but already well in hand. The approach cuttings have been excavated and tunnel heading has proceeded about 800 ft. Completion is expected early in 1949.

The C. & N.W. Centenary

Petrol-driven models of the first passenger train to leave Chicago on the Chicago & North-Western Railroad 100 years ago, and one of the modern "400" streamline diesel trains, are making a tour of 58 cities in the Middle West between May 1 and July 1 in connection with the C. & N.W. centenary. Although the models are being moved from place to place by rail on flat wagons, they are unloaded to take part in processions at the towns visited. The early locomotive represented in the *Pioneer*, which hauled the

first train out of Chicago on October 25, 1848. With it goes a reproduction of the first passenger coach on the railway, which was completed and ready for service on July 14, 1848.

ARGENTINA

Locomotives from U.S. Delivered

As reported in *The Railway Gazette* of October 10, 1947, the Argentine State Railways have on order 15 Pacific type and 60 Mountain type locomotives from American builders. The first 12 of the Mountain series arrived in Buenos Aires recently, four on board the State Merchant Fleet steamer, *Rio Atuel*, and eight on the Dodero company's ship, *Lancero*, on her maiden voyage. They arrived fully equipped, as can be seen in the photograph reproduced. Each locomotive weighs 80 tons, and the tenders weigh 69 tons. Their construction was supervised in the United States by engineers sent by the State Railways for that purpose. Delivery is expected to be completed within the next two months.

State Railways Extensions

The Argentine Government has approved by Decree the estimate submitted by the management of the State Railways for a new cross-country branch between Suncho Corral, on the Tucumán-Santa Fé main line, and Tolloche, on the Metán-Resistencia line. The cost of construction will amount to ps. 37,642,486.

Another Decree authorised the immediate construction of the new railway from Puerto Santa Cruz to the Río Turbio coal mines (see *The Railway Gazette* of November 14, 1947, and May 7 last). A provisional estimate of ps. 100,000,000 has been approved, and this sum will be provided by the Ministry of Marine, which will supply also the necessary transport facilities for the material to be used, part of which will be taken from the Ministry's own stores.

Publications Received

Main Line Railways of Northern Ireland. By W. P. McCormick. Published by the author. Belfast: "Islandvale." 19. King's Road, Knock. 8½ in. × 5½ in. 47 pp. Illustrated. Paper covers. Price 2s. 6d. net (2s. 9d. including postage).—This is a short historical account, with details of rolling stock and full lists of locomotives, of the various railways in Ulster. It thus covers the Great Northern Railway, the Northern Counties Railway, and the Belfast & County Down Railway. As transport in Ulster is now in course of reorganisation, the present is a particularly opportune time for such a booklet to be published, before the individual railways lose their separate identities.

Scottish Omnibus Annual.—The second edition of this admirable publication, produced by the S.M.T. group of companies, has just been issued, in time for the holiday season. It gives in summarised form a complete survey of the services and facilities operated by this group of bus companies, and also contains a comprehensive and admirable gazetteer covering Scottish cities, towns, and villages, served not only by these companies, but, on this occasion, by more than 70 other bus operators in Scotland. The addition of these other operators, which include such railway associates as the Highland Trans-

The Decree contained a recommendation to the effect that this line should be completed within the shortest possible time, even if such a procedure should imply the construction of temporary works and stretches of track, to be replaced later by permanent ones.

Purchasing Commission to Visit London

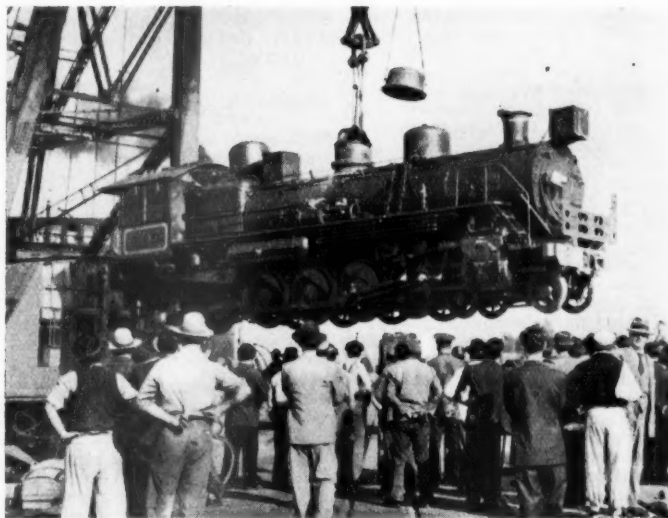
The Argentine Special Railway Committee has appointed a Purchasing Commission of six members, who will travel to London shortly in order to supervise the acquisition of material for the re-equipment of the Argentine railways. The President of the commission is Engineer

Rafael Luna, acting head of the National Transport Board and Director-General of Railways.

Heavy May Day Traffic

In connection with the May Day celebrations in Buenos Aires, a number of special trains was run over the different railways leading into the Federal Capital, bringing workers from the principal cities in the interior. The Central Argentine system carried the largest number of trains—12—followed by the Great Southern with 6. It is estimated that well over 50,000 passengers were conveyed.

Delivery of Locomotives to Argentina



Unloading a fully-equipped "Mountain" class locomotive, built in the United States for the Argentine State Railways, at Buenos Aires

port Co. Ltd. and David MacBrayne Limited, materially add to the value of the work. Copies are distributed free to hotels, libraries, and other places where public information is sought.

British Isles Handbook.—An informative handbook of the British Isles, 7½ in. × 5 in., illustrated by many excellent photographs, has been issued by the British Travel Association, Tourist Division of the British Tourist & Holidays Board. This handbook, which is a revised edition of a similar publication launched successfully last year, introduces the reader to the many features of Britain which have tourist appeal, and then leaves him to become better acquainted in the knowledge that, once the introduction has been made, attractions will speak for themselves. In the first instance, more than 600,000 copies of the handbook will be sent abroad, and there will be English, French, Portuguese, and Spanish editions.

Metrovick Infra-Red Heating.—Appearance of this brochure on the merits and uses of infra-red heating installations follows the establishment of an Infra-Red Demonstration Centre by the publisher, the Metropolitan-Vickers Electrical Co. Ltd., as reported in our January 23 issue. The saving in drying time effected by infra-red heating is put forward as one of its strongest advantages; the most striking

instance quoted is the reduction of the time taken in rubber processing from 1-3 weeks to 20 min. The company is now offering an internal reflector lamp, which has the merits of compactness and mobility, as well as lamps with external reflectors made of silver, gold, copper, aluminium or rhodium, this listing being in order of efficiency. The field of use for infra-red heating is constantly widening; in addition to its extensive use in paint stoving, it is used also for drying wallpaper colours and printing inks, evaporating moisture from textiles, pre-heating plastic materials, and in many other applications.

Spare Parts List and Service Manual for the Leyland Comet Truck.—The Leyland Comet truck, which was designed to meet a definite overseas market, was described and illustrated in our December 19, 1947, issue. The Comet is offered on three different wheelbases, each with either left- or right-hand steering and the carrying capacity of the two-axle model with diesel engine, is up to 6/7 tons. Leyland Motors Limited recently has produced a Service Manual and a Spare Parts List for the Comet truck and they are being distributed to Comet users free of charge in the first instance. Where additional copies are required or books are requested by non-users, a charge of £2 2s. is made for the Service Manual and £1 1s. for the Spare Parts List.

The Royal Engineers, Transportation Branch, of the Supplementary Reserve

An outline history, with details of the new organisation, in which port and inland water transport units will be greatly increased

IN view of the decision to reconstitute the Royal Engineers (Transportation Branch) of the Supplementary Reserve, some considerable interest attaches to the origin and history of this section of the auxiliary forces. The Supplementary Reserve Transportation Units were raised in 1924-25 and made their first public appearance in the summer of 1925, when they attended annual training camps at the Railway Training Centre, Royal Engineers, Longmoor, Hants. These units were raised from employees of the four main-line railway companies and were Royal Engineers, with the exception of the Railway Telegraph Company, which was Royal Corps of Signals.

The original units of the Supplementary Reserve, R.E. (Transportation Branch), were as follows:—

Original title on formation	Redesignation in 1932	Original Commanding Officer
No. 1 (L.N.E.R.) Railway Platelaying Company	150 (L.N.E.R.) Railway Operating Company	Major V. A. M. Robertson, M.C.
No. 2 (G.W.R.) Railway Platelaying Company	151 (G.W.R.) Railway Construction Company	Major F. T. Bowler
No. 1 Railway Bridging Company	152 (G.W.R.) Railway Construction Company	Major A. S. Quatermaine, M.C.
H.Q. Railway Operating Group	(Unchanged)	Lt.-Colonel V. M. Barrington-Ward, D.S.O.
No. 1 (L.N.E.R.) Operating Company	153 (L.N.E.R.) Railway Operating Company	Major W. E. Blakey, M.M.
No. 2 (G.W.R.) Operating Company	154 (G.W.R.) Railway Operating Company	Major S. E. Tyrwhitt
No. 1 (L.M.S.R.) Advanced Workshop Company	155 (L.M.S.R.) Railway Workshop Company	Captain R. F. Harvey
No. 2 (L.M.S.R.) Base Workshop Company		Major J. E. V. Denning, M.C.
H.Q. Railway Stores Depot	H.Q. Transportation Stores Group	Major H. A. Short, M.C.
No. 1 (S.R.) Stores Company	156 (S.R.) Transportation Stores Company	Captain R. W. O. Hartridge
H.Q. Docks Group	(Unchanged)	Lt.-Colonel R. P. Lewis
No. 1 (L.N.E.R.) Docks Company	157 (L.N.E.R.) Docks Company	Major H. S. Cole
No. 1 (L.M.S.R.) Railway Telegraph Company	No. 2 Company L. of C. Signals	Major H. J. Hill, D.S.O.

Some of the units were redesignated in 1932 and there was a re-organisation of the docks units shortly before the war, when, with the assistance of the Port of London Authority and the L.M.S.R., 157 (L.N.E.R.) Docks Company was expanded into No. 1 and No. 2 Docks Groups, R.E., bringing the total Supplementary Reserve strength to 3,500 men. Between 1925 and 1939, the Supplementary Reserve Units attended annual summer camps at Longmoor, where they underwent military training and technical instruction, the latter mainly being confined to demonstrating the differences between normal civilian practice and active service conditions. By the summer of 1939, these units had reached a high standard of military and technical efficiency, and, at the outbreak of war, they were mobilised and mostly were sent overseas. Together with the two regular railway units, they formed the spearhead of the Transportation Service, which by VJ-Day had expanded to 146,000 men. At the end of the war, responsibility for the operation of transportation undertakings throughout the world, was handed back to civilian agencies as soon as possible. As a result of this policy and of demobilisation, the Army Transportation Service is now a mere fraction of its wartime size and most of the units raised during the war have been disbanded. In the case of the old Supplementary Reserve Units, however, a different procedure was adopted. This type of unit was not disbanded, but placed in suspended animation, with the object of retaining the old designations and perpetuating traditions, in the hope that it

might be possible to revive it at some date. Now that it has been decided to reconstitute the Supplementary Reserve, it is intended to revive various pre-war units though, arising from experience gained during the war, there will be changes in establishments, and in designations and, in some cases, in the regions from which the units previously were raised.

For traditional and administrative reasons, the new Supplementary Reserve basically will be formed on the same lines as the old one, though there are two important changes which time and experience have shown to be necessary. The first is that, whereas, up to 1939, the vast majority were railway units, in the new Supplementary Reserve, the port and inland water transport units will approximate to half the total. The second is that the units

mentary Reserve and the regular R.E. Transportation units, in pre-war days, again will develop. The railway units will train at Longmoor and the port and inland water transport units at Marchwood, on Southampton Water.

The appointment of Honorary Colonel of the R.E. (Transportation) Supplementary Reserve has been vacant since the death of Lord Stamp. This appointment now has been revived and has been accepted by General Sir William Slim, G.C.B., K.B.E., D.S.O., M.C., Deputy Chairman of the Railway Executive, British Transport Commission.

The following officers already have been nominated for group and regimental command:—

Name	Type of unit	Address
Colonel F. H. Petty	Railway Group, R.E.	Assistant Locomotive Running Superintendent, North Eastern Region, Railway Executive, York
Colonel C. R. L. Rice, O.B.E.	Railway Group, R.E.	District Locomotive Superintendent, Willesden, London Midland Region, Railway Executive
Lt.-Colonel K. R. M. Cammison, R.E.	Railway Workshops Regiment, R.E.	Motive Power Depot, Cokerhill, Glasgow, S.W.2
Lt.-Colonel R. B. Oram, O.B.E., R.E.	Port Regiment, R.E.	Traffic Superintendent, Port of London Authority, London, E.C.3
Lt.-Colonel G. L. Beckett, R.E.	Port Regiment, R.E.	Traffic Department, Mersey Docks & Harbour Board, Liverpool, 3
Lt.-Colonel F. A. Sudbury, O.B.E., R.E.	I.W.T. Regiment, R.E.	Association of Master Lightermen & Barge Owners, Plantation House, Fenchurch St., London, E.C.3

It is proposed to raise a small Transportation Staff Increment, which will consist chiefly of senior officers. The increment will be raised after the units mentioned in this article, though the date of raising has not yet been settled.

Details of recruiting and formation of units already have been circulated to the civil authorities concerned and to recruiting offices from whom information may be obtained. Prospective officers are invited to communicate direct with the Commandant, Transportation Training Centre, Longmoor Camp, Liss, Hants.

The following list shows the types of unit being raised, together with the civil authorities primarily associated in raising them:—

	Authorities			
	British Railways			
	Western Region	London Midland Region and Scottish Region	Eastern Region and North Eastern Region	Southern Region
H.Q., Railway Group, R.E.		× (joint)		× (joint)
Railway Survey Squadron, R.E.		×		×
Railway Maintenance Squadron, R.E.	×		×	
Railway Traffic Squadron, R.E.		×	×	
Locomotive Running Squadron, R.E.	×			×
H.Q., Railway Workshops Regiment, R.E.		×		
Railway Workshop Squadron, R.E.		×		
Railway Telegraph Squadron, R. Sigs.		×	×	
Engineer Stores Squadron, R.E.				×
H.Q., Port Regiment R.E.				×
Port Operating Squadron, R.E.				×
Port Maintenance Squadron, R.E.				×
H.Q., Inland Water Transport Regiment R.E.				×
Inland Water Transport Operating Squadron, R.E.				×
Inland Water Transport Workshop Squadron, R.E.				×
Port of London Authority, Mersey Docks & Harbour Board British Railways, North Eastern Region, in respect of former L.N.E.R. ports. Port of London Authority, Mersey Docks & Harbour Board, Port of Bristol Port of London Authority, Mersey Docks & Harbour Board				
Association of Master Lightermen & Barge Owners				

* Indicates units in which London Transport will assist

Journey from Pakistan to India—October, 1947

Through the disturbed areas of the two Dominions by military special after the partition

(By a Correspondent)

IN October, 1947, the final course at the Staff College, Quetta, closed, and there were a number of officers of the Indian Dominion, together with military and civilian staff, to be repatriated from Pakistan to India. As a result, a special train was ordered to carry them from Quetta to Ambala, which was selected as the dispersal point from which onward journeys might be made by the ordinary train services.

In view of the amount of baggage, private cars, and other equipment to be conveyed, the train was split into two—a baggage train to leave Quetta on October 17 and arrive at Ambala on October 19; and a personnel train to leave on October 18 and arrive on October 20. The route was to be the N.W.R. main line from Quetta to Samasata, via Sibi and Rohri, and thence to Ambala via Bhatinda, Dhuri Junction, and Rajpura in order to avoid the disturbed area around Lahore. The writer travelled on the personnel special.

The train consisted of 15 bogies and seven four-wheelers, carrying approximately 50 commissioned officers, 50 subordinate officers, and nearly 1,000 civilians—in nearly every case accompanied by their families. An escort of 170 men (Hindu and Sikh soldiers awaiting repatriation) was provided.

The make-up consisted of:—

- 1 "FSQ" (first second composite)
- 1 "MK" (military kitchen car)
- 3 "MS" (special military cars for officers)
- 1 "MSLR" (composite special military car and brake)
- 4 "M" (military cars)
- 4 "T" (third class)
- 1 "TLR" (composite third brake)
- 5 "C" (four-wheel goods wagons)
- 1 parcel van
- 1 goods brake

An elaborate defence system of light machine gun posts was provided—on the engine, goods brake in the rear, and at strategic points along the train. All these posts were connected to a ten-line exchange in the train H.Q., the wires being laid along the roofs of the carriages.

The approximate timings were as follows:—

	1st part 1300	2nd part 1400	
Quetta dep.			Train divided owing to
Sibi arr.	1930	2030	Bolan Pass incline
dep.	2200		October 18
Rohri arr.	0630		October 19
dep.	0930		
Samasata arr.	2000		
dep.	2100		
Bhatinda arr.	0930		October 20
dep.	1030		
Ambala arr.	1730		

The train actually arrived at 8.30 p.m. on October 21.

The first part started about 30 min. late, behind an "HG" 2-8-0, the standard engine for the Bolan Pass route. On starting the descent of the pass (gradients 1 in 25), the train attempted to run away and was brought under control only with the greatest difficulty. On arrival at the first station, Hirok, examination showed that several of the carriage brakes were defective, in spite of having been passed fit to run by the train examiner at Quetta. As a result the descent was made at an average speed of 5-10 m.p.h., causing considerable delay to the "Quetta-Karachi Mail" following behind. A further delay of about 2 hr. occurred when a halt was made to allow the mail to get ahead. Sibi was

reached at about 9.30 p.m., the second portion arriving 30 min. later.

The whole train then left about 2 hr. late behind a "HPS" 2-6-0. This engine proved quite incapable of handling the load, and further delays were caused by leaky vacuum connections and cylinders. Rohri was reached, therefore, at 11 a.m. on October 19, or about 5 hr. late. A halt for 3 hr. to clean and water the train occurred, and we restarted on the main line about 2 p.m. Some trouble occurred owing to the refusal of the Pakistan driver to accept our escort on his engine, as he stated that he was frightened that a Hindu escort would murder him—this was the only driver not



The special train taking water during a stop in Pakistan

(Photo)

[Major A. A. Maine

to accept an escort. However, after the escort was withdrawn from the first vehicle, he started and did some smart running with his Canadian-built wartime 2-8-0, and by the evening of October 19 we had regained about 1 hr. What happened after that during the night the writer does not know, but we woke up on October 20 still only eight miles beyond Samasata, although by then we had acquired two "HG" 2-8-0s in lieu of our Canadian engine. As we now were nearing the Pakistan-India border, defence precautions were redoubled, but luckily no incident occurred.

On this section the drivers seemed to have distinct ideas of their own importance, twice starting without the guard's "all right." On arrival at McCleodganj Road Junction, the last station in Pakistan, the engine came off and proceeded to the rear of the train, and a special escort of Pakistan (Bahawalpur State) troops relieved our post on the engine. The station yard presented a deserted appearance as no ordinary traffic was running and, in fact, no guard was available to take the train on. An Anglo-Indian controller eventually stepped into the breach. A deserted office was labelled "Head Neutral Train Examiner" presumably to deal with traffic between the new Dominions.

On arrival at the next station—Hindumalkot—an ordinary wayside station with a running road and a loop, the engine immediately uncoupled, was attached to a train of wagons standing on the loop, and departed for Pakistan.

We were now in India and on the new Eastern Punjab Railway, formed to operate that part of the N.W.R. (Delhi and

Ferozepore divisions) located in India. Another long delay occurred (3 hr.) while an engine was being sent from Bhatinda, and as a result we were still in Bhatinda Yard on the morning of October 21. We left behind an E.P.R. Canadian 2-8-0 to traverse the Sikh States of Nabha, Jind, and Patiala. On this section every station was congested with refugees as no passenger trains were running on any section of the E.P.R.

Shortly after leaving Bhatinda we stopped at a wayside station where the local Sikh villagers had prepared sufficient chappatis (loaves of unleavened bread) to feed the whole train, as a gesture towards refugees arriving from Pakistan. Shortly after restarting, our engine began to fail and halts had to be made between stations, to allow a head of steam to be got up. So long, in fact, did we take to cover the section Bhatinda-Dhuri Junction that on nearing the latter place, the engine, without intimation to anyone suddenly un-

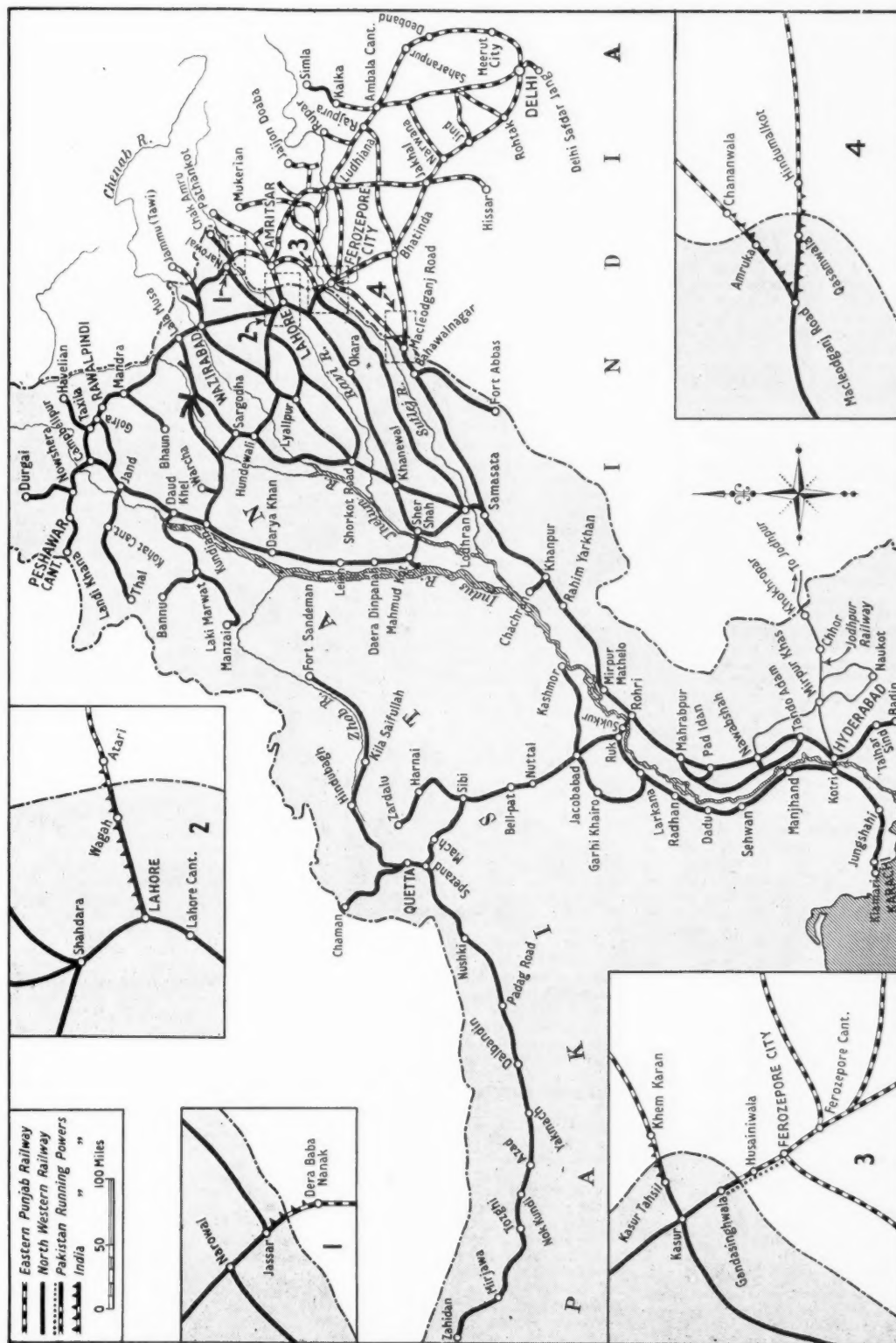
coupled and proceeded to the station for water, leaving the train standing "in section."

On arrival at Dhuri, a halt of 3 hr. was made to allow the engine crew to clean the fire and get up steam. As a result we had no further trouble from the engine and arrived at Rajpura Junction, 20 miles from Ambala, at about 5 p.m. From here delays occurred at every station and we finally arrived at Ambala at 8.30 p.m. on October 21.

No unpleasant incident occurred during the whole journey, but several unpredicted events did take place—a first class dog fight, a sweeper's wife gave birth to a son during the second night, and another woman had to be removed from the train to hospital at Nabha for the same reason, and it was during the upheaval caused by this that one of the cases of non-co-operation between driver and guard occurred. The train started without an "all right," and in spite of red flags from the guard and stationmaster, signals and shouts from everyone, and the pulling of the communication cord until it broke, the train ran on for about half a mile before finally it was stopped, leaving the O.C. troops, the Catering Officer, and the guard behind. The train then had to be backed up to fetch them.

STATION PLATFORM REPAIRS.—Platforms at 92 stations in the London Midland Region, British Railways, fourteen of them in the London district, are to be repaired and tar sprayed under a contract placed with Constable, Hart & Co. Ltd., Burwood House, Caxton Street, London, S.W.1.

The North Western Railway (Pakistan) and Eastern Punjab Railway (India)



We reproduce the above map from our January 2 issue to show the route from Quetta to Ambala of the military special described by our correspondent in the article on the previous page

The British Transport Commission

Organised to deal with questions of policy and finance, management and operation is left to the five Executives:—Railway; London Transport; Road Transport; Docks & Inland Waterways; and Hotels*

THE British Transport Commission is concerned mainly with questions of policy and not with details of executive and administrative work. It works as a single board taking its decisions as a whole, and members do not assume individual functional responsibilities. The objects of the organisation are to enable policy problems to be brought before Members of the Commission clearly, so that decisions may be taken and implemented promptly.

There are three Chief Officers directly responsible to the Commission:—

The Chief Secretary & Legal Adviser,
The Comptroller,

The Chief Public Relations & Publicity Officer.

These Officers submit reports and recommendations to regular meetings of the Commission, which take place twice a week, and they give effect to the decisions taken by the Commission at these meetings.

Secretary's Department

The Deputy Secretary attends all meetings of the Commission and has particular responsibility for the work of the Minutes & Records Section. Beneath the Deputy Secretary, the sub-division into sections, each in charge of an Assistant Secretary, deliberately has been placed on a "subjects" basis. It is not considered desirable that separate sections should deal only with problems emanating from one particular Executive, for such an organisation would have tended to segregate the various parts of the undertaking and thus might fail to ensure co-ordination between the Executives as links of one great undertaking.

Accordingly, all staff problems in whatever Executive they may arise, are dealt with by the Assistant Secretary for Staff & Establishment. All new works and development schemes, whether road, dock, or rail, are considered by the Works & Development Section. Experience will show whether some further division of these Sections of the organisation will be necessary, but it is not intended that the number of Sections will be greatly increased. It should be emphasised that the Assistant Secretaries do not act as technical specialists; their duty is to consider each problem and suggestion from whatever source it may emanate in the light of its reaction on the undertaking as a whole, and thus to assist in securing the effective integration of policy. In technical matters the Commission will rely on the advice of the Executives and their experienced chief officers: though consideration is now being given to the formation of the organisation required to deal with problems of technical and operational research which present themselves at many points in all forms of transport, and underlies their development.

On the legal side, the main function of the organisation is to ensure that the work of the Commission is carried out in accordance with the powers which devolved on it under the Transport Act, and to deal with the parliamentary business of the whole undertaking. The Legal Section does not deal with conveyancing or

litigation, which fall within the powers delegated by the Commission to the Executives.

A special section has also been created under the supervision of the Charges Adviser to assist the Commission with the all-important work of the preparation and review of charges schemes under Part V of the Act. The responsibilities of this section will be mainly to assist the Charges Committee set up under the Chairmanship of Sir William Wood (on which all the Executives, other than the Hotels Executive, are directly represented) in determining the policy on which schemes should be based, and laying down the terms of reference to the sub-committees which will carry out the detailed work required before the draft schemes can be prepared.

Public Relations & Publicity

In the sphere of public relations, publicity and commercial advertising, the organisation has not yet reached its permanent form. A Public Relations Policy Committee has been set up whose membership comprises the Chairmen of all the Executives and the Chief Public Relations & Publicity Officer of the Commission with Sir Cyril Hurcomb as Chairman.

The first stage of the development of the requisite organisation to co-ordinate the work of the Commission and all Executives in the sphere of public relations and publicity has been taken by the establishment of a Co-ordinating Committee on which all the Executives are represented with the Chief Public Relations & Publicity Officer of the Commission as Chairman.

Consideration is being given to the co-ordination of the Commercial Advertising activities of the Commission and the Executives.

The Department of Comptroller

The Comptroller is responsible for the financial policy and methods of the whole undertaking, and it follows that the responsibilities of the Comptroller include the supervision and control of the financial affairs of the Executives. No attempt has been made to centralise this control in matters of detail, and a high degree of responsibility has been devolved on the Chief Financial Officers (or their equivalents) in each Executive.

All work which can be departmentalised or localised is pressed away from Head Office so that the department of the Comptroller may function as a relatively small unit, concerned mainly with questions of financial policy and organisation generally, with the shape, size and location of the various units of financial administration, and the conceptions which should govern them, and with the usual processes of budgetary control, consolidated accounts and statistics, cost investigation, and audit.

The necessary contact, consultation, and definition of objectives and procedures are established by various means. There may be formal direction to the Executives or limitation of their financial authority where the subject matter warrants such a course (e.g., important capital development), but otherwise the process of control is worked out and adjusted through the issue of memoranda by the Comptroller, through correspondence and through per-

sonal contact between the appropriate Officers of the Comptroller's Department and the Finance Departments of the Executives. On matters of common interest there are regular meetings of committees at head office attended by the appropriate Financial Officers of the Executives. These committees are small and informal, however, and the committee structure has been kept to a minimum.

The office of the Comptroller is organised into five divisions with a Director in charge of each, as follows:—

(a) *Funds Division*.—This covers banking arrangements; investment of funds; the raising and servicing of loans; stock regulations; the provision of finance to the various parts of the Commission; control over the quantities of current capital (e.g., money, debtors, stores, etc.) used unit by unit. With a capital of some £1,250,000,000 and a yearly turnover of great magnitude, the management of "money" and the formalities connected with it are of an "Exchequer" character.

(b) *Accounts Division*.—This covers the whole scheme of budget and accounting throughout the Commission, including periodical operating statements, and the processes by which the multitudes of transactions are recorded and marshalled to reflect the activities and results in each field of operating responsibility. It covers also the preparation of the consolidated accounts for the Commission as a whole.

(c) *Costs & Statistics Division*.—However well organised the Executives may be, it will be necessary to have at head office a section of special ability in this field, not only to encourage and co-ordinate the work of the Executives and operating units, but also to discourage the piling up of statistics that are relatively useless or unused. There are also vital questions of efficiency costing and standards control to deal with.

(d) *Audit Division*.—In an organisation as large as the B.T.C., where there are several hundred units, the arrangements for the statutory "Scheme of Audit" year by year, the settlement of fees, and other such matters will call for careful handling. The relation between these external audits and the internal audit programme must also be continually watched as a matter of policy. Finally, there is the internal audit itself, which will be kept rather more in the hands of head office than under the control of operating units, except where the work consists of a purely routine checking.

(e) *Acquisitions & Compensation Division*.—For some years there will be difficult processes connected with acquisition, compensation, and schemes under the Act. They should, however, disappear eventually, and this part of the financial work is organised on a short-term basis.

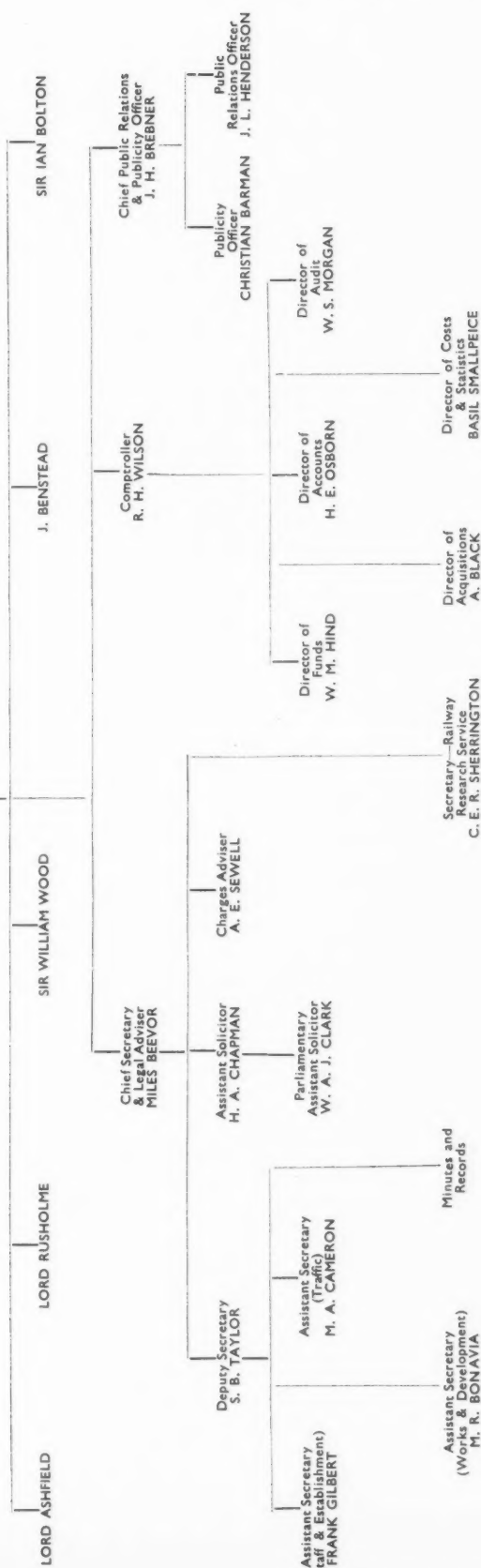
These Directors and their few personal staff are housed close together and are in constant contact with each other, and with their opposite members in the Executives.

AMERICAN RAILWAY EQUIPMENT FOR SPAIN.—Reuters reports from Madrid that the Westinghouse Electric Corporation will export \$30 million worth of railway equipment to Spain, if negotiations which are at present being conducted are successful. It will consist chiefly of locomotives, electric power and substations, and transformers. Mr. Andrew Wells Robertson, President of the Westinghouse Electric Corporation, has said that the corporation was able and willing to undertake the electrification of the Spanish railways.

* An article describing the work and functions of the Railway Executive, together with organisation charts of the Executive and a typical Region, appeared in the March 19 issue of *The Railway Gazette*.

BRITISH TRANSPORT COMMISSION ORGANISATION CHART, MAY, 1948

CHAIRMAN: SIR CYRIL HURCOMB



Visit to Dover and Dunkirk

A PARTY of 59 assembled at Charing Cross Station on May 29 for the British Railways, Southern Region, Lecture & Debating Society visit to Dover and Dunkirk. On arrival at Dover, members visited the castle, and later were met by Mr. T. W. D. Abell, Divisional Marine Manager, Dover, who arranged for the party to be conducted on a tour of the *Invicta*, the Customs and immigration halls, and subsequently the train-ferry dock, link span, and pump house. The *Hampton Ferry* conveyed the party to Dunkirk, where the off-loading of sleeping cars and other vehicles was observed.

M. Duval, British Railways Agent in Dunkirk, welcomed members to the town and conducted them over the Marine Station and port installations. A visit was made to the Les Dunes marshalling yard, and principal restoration of damaged works was pointed out by M. Chauvieres, Operating Superintendent, Dunkirk, S.N.C.F.

At the Dunkirk Central Station, Mr. I. C. Marshall, Vice-President of the Society, presented the S.N.C.F. officers with a framed photograph of Southern Region "Battle of Britain" class locomotive *Winston Churchill*, which had been autographed by Mr. John Elliot, Chief Regional Officer. M. Chauvieres, in a speech of welcome, spoke of the close affinity between railwaymen of the Southern and the S.N.C.F., and said that the Southern photograph would receive the place of honour in the main hall of the new Central Station.

After a short coach tour of Dunkirk, the party embarked on the *Shepperton Ferry* for Dover, and thence travelled to Victoria by the up Ostend boat train.

For the benefit of members taking part in the visit, a 22-page programme was prepared by Mr. K. W. B. Davies, in which both educational and social aspects of the visit were covered in detail.

INCREASED TRAFFIC MOVEMENT IN GERMANY AND AUSTRIA.—A total of 3,285 trains of international freight traffic are scheduled to move through the occupation zones of Austria and Germany during June. This represents a 20 per cent. increase in traffic over previous months. It also indicates an improvement in the European trade situation, as well as an improvement in the transport position of the zones. Agreement on this heavy programme of traffic was reached between representatives of various European countries and the four occupying authorities, at a meeting, sponsored by the Economic Commission for Europe, held in Paris recently.

HAMMERSMITH & CITY BRIDGE REPLACEMENT, LONDON TRANSPORT.—Two bridges on the Underground system are to be built by London Transport alongside the tracks and rolled into position overnight. The bridges are on the Hammersmith & City Line, near Ladbroke Grove, and will replace the existing bridges spanning Portobello Road and St. Marks Road. The steelwork will be assembled on temporary staging beside the tracks, the floors will be concreted, and the rails laid in place. When all is ready, the bridges will be moved sideways into place on rollers. One bridge, complete for rolling, will weigh 150 tons; the other will be in two sections, each weighing 75 tons. Work will be begun later this year and will take about 6 to 7 months to complete.

London Transport Power Signalling at Harrow

One master control route-lever frame actuates three subsidiary individual lever frames on the power-operated lever remote-control system developed by London Transport



The signalman operating the route-levers on the master control frame

THE extensive alterations to the track layout recently effected at Harrow-on-the-Hill (Fig. 1), on the Metropolitan Line of London Transport, made it necessary to instal new signalling arrangements. The opportunity has been taken to apply what is known as the power-operated lever remote-control system, a description of the principles of which appeared in *The Railway Gazette* for October 29, 1943. The system has been working for some time, on the individual lever principle, at Shore-ditch; and also, on the route-lever principle, at North Acton. The new installation at Harrow, which is considerably larger than that at Acton, also works on the route-lever principle.

Single Signal Box

Formerly there were three electro-mechanical type signal boxes, all manned, but the new signalling is controlled from a single signal box, placed at the top of a superstructure built into the station, from which the whole of the control is carried out. This signal box, by remote control circuits, actuates the levers in three local, or subsidiary, signal boxes, normally entirely unattended. These are provided with power frames of the normal type, containing individual levers for each pair of points and each signal, mechanically interlocked and moved to and fro by compressed-air cylinders controlled by electro-pneumatic valves, under the command of an additional master route-lever frame which is operated by the Harrow signalman.

The local frame for the station area forms actually a continuation of this main route-lever frame, as it happened to be the most convenient arrangement to locate the two in the one room; but the remaining local frames, at Harrow North and South, are placed in special buildings. By turning off the air supply, the local frames always can be operated individually, should anything occur to necessitate such action.

The signals applying to London Transport trains follow the standard system of two-aspect colour-light signals for running movements and floodlit disc-type signals for all shunt and siding movements; with

junction indicators over running signals and route indicators working with shunt signals, where necessary. On those sections of line run over by trains of the Railway Executive, Eastern Region, a certain number of 3- and 4-aspect signals has been provided. All running signals applying to

London Transport trains have train-stops working with them.

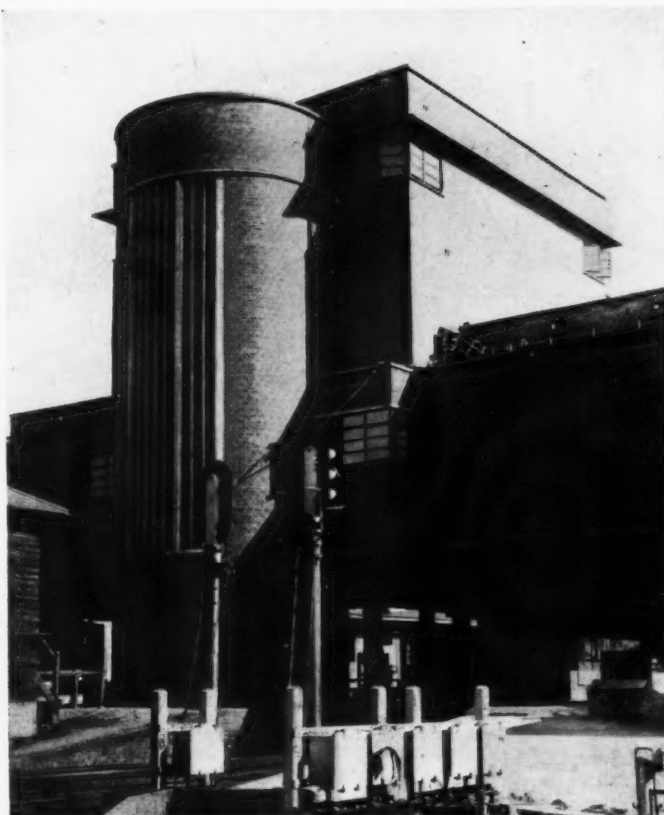
The installation comprises:—

Station Signal Box—	
Master control frame	40 route-levers
Local frame	47 levers
North Signal Box, local frame	35 "
South Signal Box, local frame	23 "
Two-aspect signals	27
Three-aspect signals	3
Four-aspect signals	5
Disc shunt signals	20
Junction indicators	9
Route indicators	5
Pairs of points	39
Movable angles	4

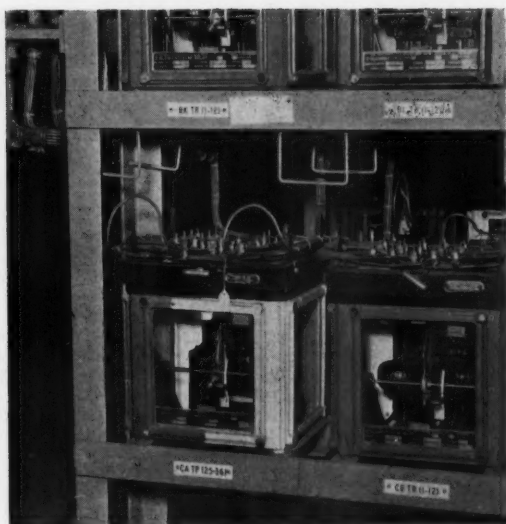
The layout is completely track-circuited, using London Transport standard condenser feed, single rail, track-circuits.

A leading and important feature of the power-worked lever system is that it separates the signalling circuits, properly so-called, which must be provided with every safety device, from the operating circuits, which can, in consequence, be given equipment of the telephone type. It would not be safe to use that directly in the signalling circuits. The lever, with its electric locks and mechanical interlocking, provides the safeguard between these two circuits.

The typical wiring diagram, Fig. 2, shows the circuit for one signal, with its junction indicator. The safety signalling circuits are seen on the right-hand, all others being carried out in telephone-type wiring and cable, using telephone type d.c. relays. On the left appears the 3-position route lever (normal position in the centre) carrying two contacts, 1 operating No. 1 route, 2 operating No. 2 route. Direct current at 50 volts is used for this circuit, conveyed over multi-core telephone type cable to the local signal box where are



Station master control and local signal boxes, with relay room, built into station superstructure



Detachable-top type relays in relay room



Method of grouping and running wires in relay room

placed the route relays, 1UR and 2UR. Selection circuits complete the connections to the appropriate electro-pneumatic valves shown at N and R, and ensure that where the levers are mechanically interlocked, they are moved in the appropriate order. The signal lever, for example, cannot begin to move until the point lever has completed its stroke; and, generally, the levers are not permitted to attempt to move until electric lock circuits are clear.

The electric lock, the circuit for which is shown at the right-hand top corner of Fig. 2, is the same as that used with the well-known Westinghouse type power frame, but fitted with a special toggle movement which prevents jamming should air actuation become operative before the lock has cleared.

The "normal" and "reverse" cylinders operating the lever are in a single block casting and drive a crank, mounted on the

locking shaft below the lever, through a roller engaging with the end of the piston rod. There is no pin connection. Should the lever have to be moved by hand in an emergency, the air cylinders do not have to operate each time. After the first movement which pushes a piston back in its cylinder, it will remain there until the air is restored again.

The cylinders are considerably smaller than those used for other electro-pneu-

CONTROLLING SIGNAL BOX

SUBSIDIARY SIGNAL BOX

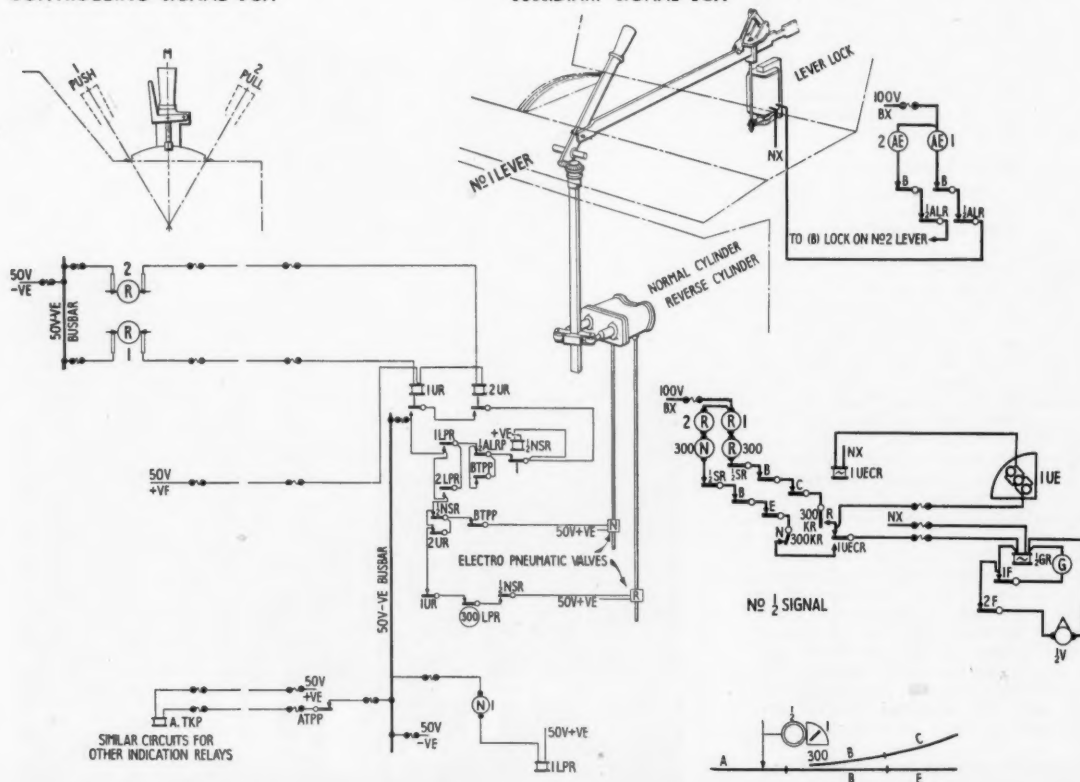
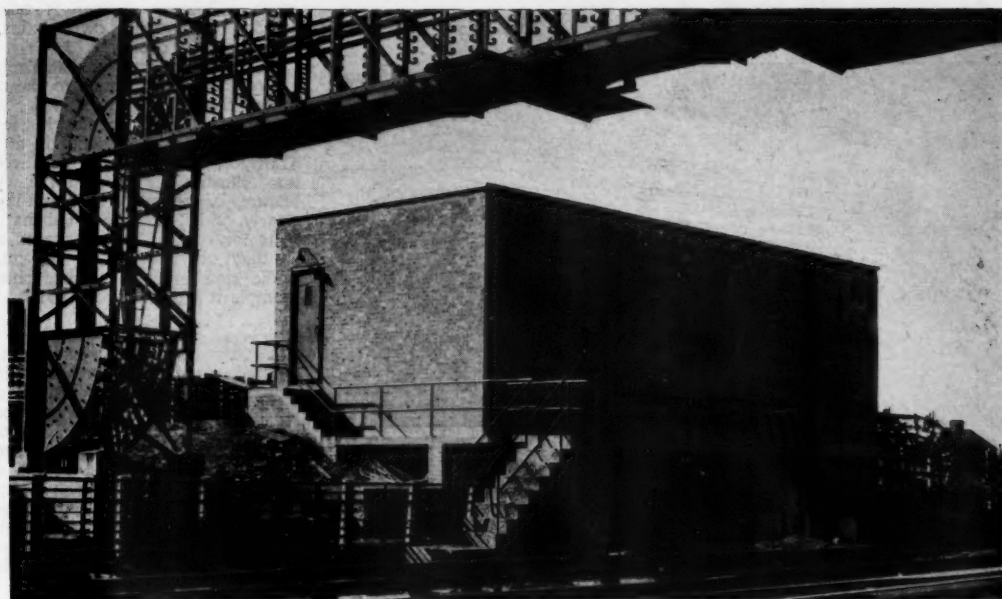
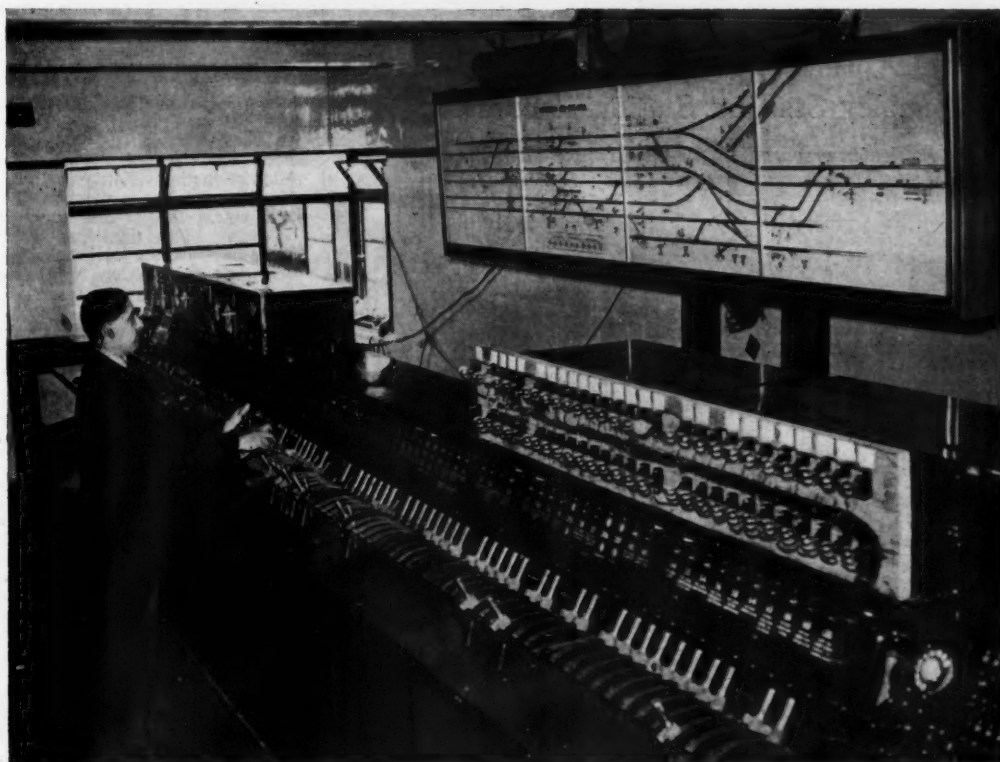


Fig. 2—Typical circuit of remote-control air-operated lever system, showing the electric lock and the signalling circuit in bold lines at the right of the diagram

London Transport Power Signalling at Harrow



Local North signal box, normally actuated from the station by remote control, and bridge carrying cables across the lines. Note absence of windows



Interior of main signal box showing signalman standing at the master control frame, and, continuous therewith, the station area local subsidiary frame, the levers of which are normally air-actuated

matic signalling equipment, and to fit them into the space available and avoid long lengths of pipework a special small e.p. valve was designed for use with them.

The signalling circuit is shown in heavy lines at the right-hand side of the diagram, excluding only the signal indica-

the track sections are produced on the illuminated diagram over the master control frame at the station through circuits in the multi-core cable, with telephone relays to switch in a 12-volt supply to the diagram lamps.

The telephone type relays are the Post

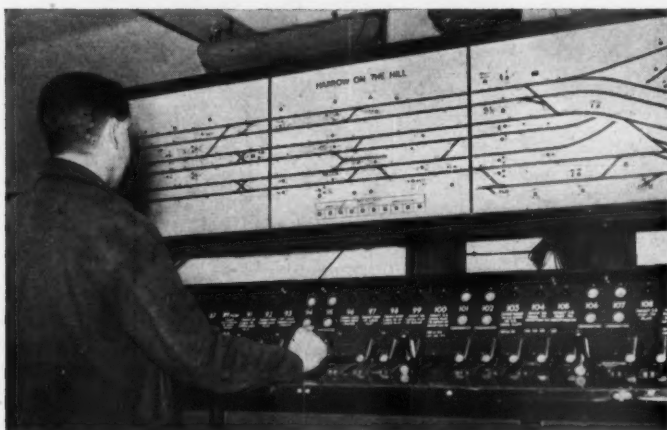
Lead-covered cable is used for all signal control circuits, and the wire for circuits in relay rooms is insulated with Brumite and has a Neoprene covering as fire-proofing, and an outer braiding finished in green cellulose. Power is taken from London Transport's own mains at 500 volts a.c., 33½ cycles.

The station signal box and relay room are on two floors, access to the underside of the frame being by a ladder and steel platform below an opening in the floor of the box, the usual practice in all London Transport installations. The accompanying illustrations show the principal features of this interesting installation very clearly, and it is to be noted that the outlying local signal boxes have no windows, as they only require to be entered by traffic staff in cases of emergency. An example is shown on page 691.

Advantages Obtained

A very considerable saving has been realised in the amount of signalling cable required compared with what would have been necessary had all the equipment been concentrated in one large signal box; while separating it into three buildings makes it much less vulnerable in the event of fire or other happening. Any alterations to the circuits that may become necessary at a later date will be more easily effected at one of the small local installations than would be the case if one large relay room had been provided.

The work has been carried out under the direction of Mr. R. Dell, Signal Engineer, London Transport Executive, who was responsible for developing the principles and details of the power-operated lever remote-control system.



Illuminated track diagram, showing signal aspects, position of points, and condition of track sections

tion, which is a separate circuit feeding in from the location to the signal box. It is to be noted that the signalling circuits in this system are reduced to the simplest form practicable.

The indications of the signal aspects, position of the points, and condition of

Office 3000 type arranged in sets of six, each set having a cover and jack-in arrangement, and in all cases connected up in the same way, enabling a set to be removed and a new one plugged in without any alteration to the arrangement of the circuit.

Wembley Stadium Station Renovated

Eastern Region preparations for the Olympic Games traffic have included redecoration of Wembley Stadium Station



WEMBLEY Stadium Station, built to take visitors quickly to the 1924 British Empire Exhibition, has been renovated in readiness for the Olympic Games this summer, under the direction of the Civil Engineer of the Eastern Region. The station was first used for the 1923 F.A. Cup Final, and was used annually up to

1939 for F.A. Cup Finals and Rugby League Cup Finals.

As a result of disuse the buildings were in a state of dilapidation and the station accordingly was redecored. It was reopened for this year's Cup Final, when 14 trains were run from Marylebone to the Stadium, carrying 9,500 passengers,

and 13 from the Stadium to Marylebone after the game, carrying 12,000 passengers.

The line serving the station is a single track which leaves the main line out of Marylebone immediately north of Neasden North signal box. It crosses the up lines and enters the private grounds of the Stadium. The line then continues in horseshoe fashion, joining the up independent line at Neasden North signal box, thence to the up main line at Neasden South signal box. The line is track-circuited throughout and is signalled in one direction only, thus enabling a continuous service of trains to be run from Marylebone to the Stadium and then back to Marylebone without reversing.

The signals, with the exception of those controlling access and exit from the single line, are of the colour-light type, working automatically and exhibiting a "stop" or "proceed" aspect according to the state of the line ahead. This signalling provides a maximum of four train berths on the single line clear of the main lines, thereby permitting an intensive service with a minimum headway between following trains to meet the need for conveying a large number of passengers to and from the stadium within a limited time.

GREEN LINE DAY TICKETS EXTENDED.—Since June 4 cheap day return tickets to and from London on Green Line coaches have been issued on Mondays, Tuesdays, Wednesdays, Thursdays and Fridays, excluding bank and public holidays. Formerly the tickets were issued on Tuesdays, Wednesdays and Thursdays only. Previous restrictions on times of issue and availability continue to apply.

New Gas Turbine for Railway Work

A compact power unit developed by the General Electric Company for possible application to locomotives with electric transmission

WHEN members of the U.S.A. Railroad Executives' Conference visited the American Locomotive Company's works at Schenectady during March, they were shown a General Electric gas turbine installation for locomotives that is now undergoing tests after four years of development work. The new power unit is of the "straight through" type, the gas flow through the 15-stage axial-flow compressor, the six combustion chambers, and the turbine blades being without reversal of direction. Its design is compact to facilitate installation in locomotives, and the tests have been carried out in con-

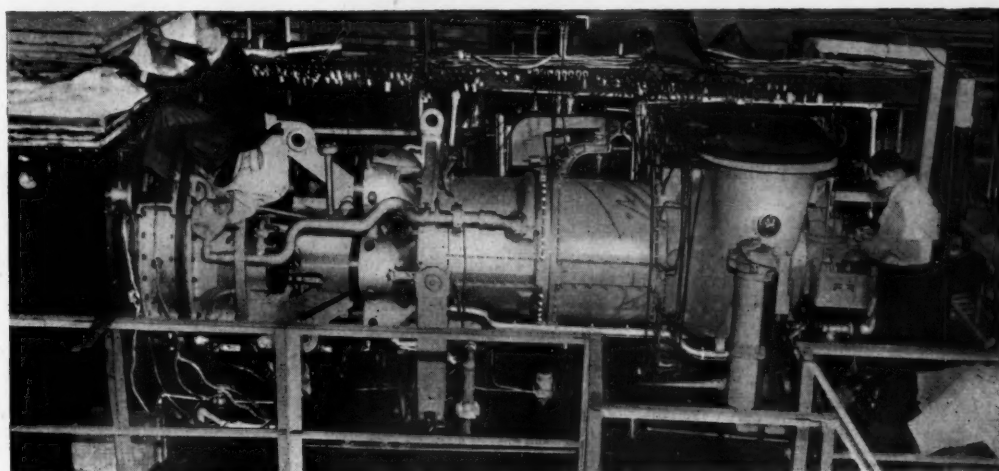
ditions arranged to simulate railway space limitations. The power unit is only 19 ft. long. It develops 4,800 h.p. and weighs 20,000 lb., representing about 4 lb. per h.p. In its present form, the gas turbine is started by an auxiliary diesel engine and is operated up to idling speed on diesel fuel. Two sparking plugs suffice to fire the mixture in all six combustion chambers through the air is mixed and burned with atomised fuel oil, the temperature of the mixture reaching 1,400° F. The gases are expanded through a two-stage turbine and discharged through an exhaust hood. Reduction gearing on the turbine shaft drives 4 d.c. generators to supply power for traction. Preliminary tests with bunker fuel oil have shown that the normal thermal efficiency at the turbine shaft is something over 17 per cent., after allowing for all losses and including power for auxiliaries.

By March 1 this year the gas turbine had been run for several hundred hours and had given encouraging results, although

American Locomotive Company and the General Electric Company had built the first successful diesel-electric locomotive, until the first complete dieselisation of a major railway in the U.S.A. this year. The research work they had seen might be translated into practical railway locomotion.

They might be sure that when any other form of locomotive power improved on the efficiency of the diesel-electric locomotive, the American Locomotive Company would be ready with it. In the meanwhile, their research staff was keeping itself well informed on all new developments, including atomic power, which was admittedly more remote but still a possibility not to be overlooked.

A suggested arrangement has been worked out for accommodating the gas turbine and generators in the space avail-



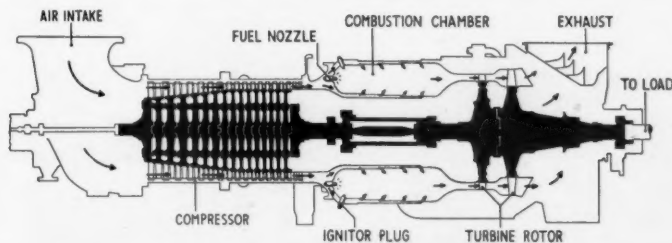
The turbine under test in conditions simulating those of railway work

ditions arranged to simulate railway space limitations.

The power unit is only 19 ft. long. It develops 4,800 h.p. and weighs 20,000 lb., representing about 4 lb. per h.p. In its present form, the gas turbine is started by an auxiliary diesel engine and is operated up to idling speed on diesel fuel. Two sparking plugs suffice to fire the mixture in all six combustion chambers through

it should be recognised that this period represents only a small fraction of the operating time necessary to prove the capabilities of a prototype machine of this kind. It was pointed out to visitors during inspection of the turbine that it could be adapted for the use of pulverised coal as fuel. Much of the engineering and manufacturing experience acquired in connection with the General Electric Company's

able in a locomotive. In this scheme, the gas turbine occupies the forward portion of the locomotive body, with 4 d.c. generators behind in pairs on parallel shafts, the main reduction gearing being between them. To the rear again would be the radiators and the fuel heating boilers. Duplicate driving controls would be provided at each end, and the fuel tanks would be accommodated under the floor of the locomotive cab.



Flow of air and hot gases through compressor and turbine

the medium of cross-ignition tubes. When idling speed is reached, the fuel supply is switched to bunker "C," the starting mechanism, including the sparking plugs, being cut out automatically at the same time.

When the turbine is running at full speed, the compressor delivers 80,000 cu. ft. of air a minute at six times the normal atmospheric pressure. In the combustion chambers,

aircraft gas turbine developments had been taken advantage of in producing the locomotive gas turbine.

During the visit to Schenectady, Mr. Robert B. McColl, President of the American Locomotive Company, discussed the future of railway motive power. He said the locomotive of the foreseeable future would be the diesel-electric. There had been a span of 24 years from the time the

JOINT CONFERENCE ON LIQUID FUELS.—A series of meetings organised by the Institute of Petroleum and the Institute of Fuel to discuss the technical aspects involved in the utilisation of liquid fuels will be held at Birmingham University from September 21-23. Among the papers to be read will be one by Mr. I. Lubbock, M.A., M.I.Mech.E., F.Inst.F., and Mr. I. G. Bowen, B.Sc., of the Shell Petroleum Co. Ltd., dealing with the combustion problems of the gas turbine, and one by Mr. P. N. Everett, A.M.I.C.E., M.Inst.P., of the Anglo-Iranian Oil Co. Ltd., covering fuels for diesel engines. There will also be a paper having reference to locomotive practice. Other sessions will be devoted to papers on the use of oil fuel for open-hearth furnaces in steel works and the application of fuel oil for non-ferrous metal work. The conference will be open to all interested. Further details, together with form of application, can be had from the General Secretary, Mr. R. W. Reynolds-Davies, 18, Devonshire Street, W.1.

Unit Construction for Southport Line Station, L.M.R.

Marsh Lane rebuilt on system developed from the prototype prefabricated station at Queens Park



The waiting room seating is arranged to allow an unobstructed view of approaching trains

THE new station recently constructed at Marsh Lane, on the Liverpool-Southport electric suburban line, is the first of a series designed by the Architect to the London Midland Region of British Railways, based on the unit system of construction. This method, which was developed by the former L.M.S.R., was described in our March 8, 1946, issue after the erection of the prototype station at Queens Park, Middlesex. In the construction of Marsh Lane Station, a modified system of unit construction has been employed which incorporates a number of developments based on more recent scientific research and practical experience.

The original station buildings at Marsh Lane were totally destroyed by bombing, and as the station deals with a heavy suburban traffic, it was one of the first to be considered for rebuilding. The scheme comprises buildings on two platforms, but only those on the island platform so far have been completed.

The accommodation in this building consists of a general waiting room, lavatories for men and women, a station-

master's office, and a porters' room. By placing the waiting room at the end of the building, and glazing it on three sides, a view down the line is afforded which enables passengers to see their train approaching from some distance. The seating in the waiting room is arranged to take advantage of this view.

In conformity with the unit system, the planning has been worked out on a dimensional grid of 3 ft. 4 in. \times 3 ft. 4 in. The use of a grid of this kind is essential for the standardisation of components such as partition units, door frames, windows, and equipment. It also enables the elements of the roof structure to be standardised, and, in the case of Marsh Lane, the unit span for the roof decking is 16 ft. 8 in., and columns occur at these centres. To eliminate problems of tolerance, and to avoid provision of special components, the columns have been kept free from the walls, and with the exception of those at the ends, occur inside the building.

The awning is carried on a welded-steel frame. The main lateral beams to this frame are cranked, and provide continuous clerestory lighting along the length of the building, thus admitting some light to the platform when a train is standing in the station. These cranked beams at 16-ft. 8-in. centres are "top hat" section, and carry on their lower flanges a stressed skin plywood decking unit. These plywood units are spaced 4 ft. apart over the building to allow for the runs of electric lighting service.

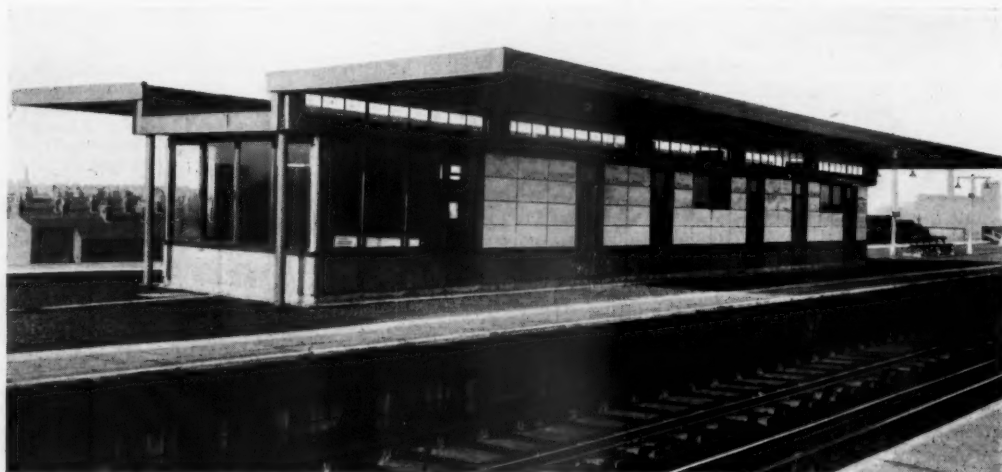
Materials generally have been chosen to stand up to railway conditions. Externally the most serious conditions are those arising from severe atmospheric pollution, and damage from platform barrows. The design of the cladding reflects these two conditions. Below sill height, where damage from barrows occurs, the walls are finished with precast concrete slabs, made in the railway's own Precast Concrete Depot at Newton Heath. These slabs have an exposed granite aggregate. Above sill height the principal requirement is clearly a material which can be washed down easily, and in this case vitreous enamelled steel panels in a light straw colour have been selected. The finish is permanent, and requires no maintenance, its colour remaining clear with nothing more than regular washing down.

In order to keep maintenance work to a minimum, door and window frames are produced in Empire hardwood, and left unpainted. The only painted area of any appreciable size is the underside of the awning, which is unlikely to accumulate dirt, and has a flush and easily-cleaned soffit.

Internally, the partitions and the lining to the exterior walls have a Douglas Fir finish which has been stained to bring out the grain, and treated with a matt polish.

The main heating in this building comes from hot water pipes embedded in the floor, which has eliminated the complications in walling structure caused through the use of wall radiators. The electric wiring has a series of main longitudinal runs in the ceiling along the lines of the grid. Vertical runs can occur at 3-ft. 4-in. intervals in any wall.

The Engineering sections of the Chief Engineer's Department, London Midland Region, collaborated with the Architect by working out the steel framework and awning construction, and the Lighting and Heating Sections dealt with the corresponding installations.



New buildings on the island platform, with glazed walls of waiting room in foreground

RAILWAY NEWS SECTION

PERSONAL

The Minister of Transport has appointed Mr. W. C. Wilson to be a Deputy-Director of Finance in the Ministry.

The Secretary to the Ministry of Transport, Sir Gilmour Jenkins, has appointed Mr. J. M. Moore to be his Private Secretary.

Mr. Warren Storey, M.I.E.E., M.I.C.E.(I.), who has retired from the position of Electrical Engineer to the Irish Transport Company (Coras Iompair Eireann), was educated at St. Andrew's College, Dublin, and received his early training with Messrs. Egan & Tatlow,

the Licensing Authority for Public Service Vehicles and the Licensing Authority for Goods Vehicles for the Western Traffic Area, to act in a similar capacity in the South Wales Traffic Area.

Mr. A. F. Kirby, General Manager, Palestine Railways, is in England on leave.

Mr. P. O. Sauer has been appointed Minister of Transport in the new South African Cabinet.

We regret to record the death on May 7, at the age of 63, of Mr. Gottlieb Louis Meyfarth, Managing Director, Société Anonyme des Ateliers de Sécheron, Geneva.

Fuel Salvage Committee. After the formation of British Railways, he was appointed, in January, 1948, Chairman of the Fuel Sub-Committee of the Railway Executive Stores Committee and Liaison Officer for the Railway Executive in connection with coal supplies for British Railways.

Mr. C. W. Harrison, who has been appointed Manager, Publicity & Travel Department, South African Railways & Harbours, entered the service of the Administration in 1910, and, after serving in various capacities, entered the then Divisional Superintendent's Office at Port Elizabeth. In 1916 he took up a position in the Staff Office of the Assistant General Manager at Johannesburg, and subse-



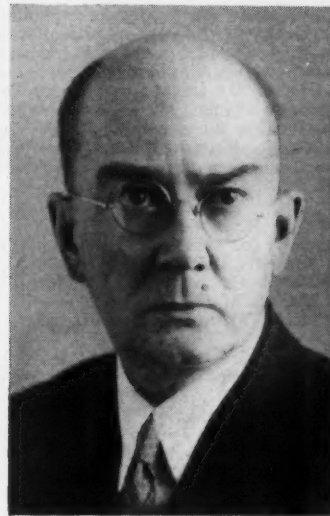
Mr. Warren Storey

Electrical Engineer, Irish Transport Company, 1945-48



Mr. W. J. Manclark

Appointed Assistant Regional Stores Superintendent, London Midland Region, British Railways



Mr. C. W. Harrison

Appointed Manager, Publicity & Travel Department, South African Railways & Harbours

Electrical Engineers, Dublin. After completing his pupillage, he became principal Technical Assistant with that firm, and carried out important contracts in Dublin and in various parts of Ireland. He joined the staff of the former Great Southern & Western Railway, Ireland, in 1911 as Electrical Engineer, and was appointed Electrical Engineer to the amalgamated companies in 1925. On the formation of Coras Iompair Eireann in 1945 he took charge of the electrical work of the new company, and, on the retirement of Mr. Finlay, Electrical Engineer, Tramways Department, he also took charge of the electrical work in that section. Some years ago the former Railway Board presented Mr. Storey with a premium in recognition of a comprehensive report which he submitted after a visit to the principal American railways. He has taken a prominent part in the activities of the Irish Centre of the Institution of Electrical Engineers, and was Chairman of the Centre in 1935 and 1936. He is a Member of the Institution of Civil Engineers, Ireland, and has been President of the Engineering & Scientific Association, Ireland.

Pending the appointment of a successor to Mr. H. Trevor Morgan, who has accepted appointment as a County Court Judge, the Minister of Transport has deputed Sir Arnold Musto, Chairman of

Mr. W. J. Manclark, who has been appointed Assistant Regional Stores Superintendent, London Midland Region, British Railways, was born at Richmond, Surrey, and was educated at Lord Weymouth's Grammar School, Warminster. He joined the L.N.W.R. in the Mineral Traffic Manager's Office in 1902, and in 1910 was transferred to the then newly-formed Central Purchasing Office of the General Manager's Department. In 1915 he was appointed Head of Section, Central Purchasing Office, and, in 1924, Assistant to the Purchasing Agent, L.M.S.R. The Purchasing Office was transferred to the Chief Stores Superintendent's Department in 1925, and in 1929 Mr. Manclark was appointed Assistant for Purchasing to the Chief Stores Superintendent, assuming responsibility for the purchase of coal for the L.M.S.R. in 1933. His duties in connection with timber supplies for the company entailed visits to British Columbia, Eastern Canadian Provinces and Newfoundland, also several European countries between 1934 and 1936. Mr. Manclark was appointed Chairman of the Coal Sub-Committee of the Railway Executive Committee Stores Committee in 1939, and when in 1942 those committees were reconstituted he became Chairman of the Coal Sub-Committee of the R.E.C. Coal Committee. In the same year he was appointed also Chairman of the L.M.S.R.

quently was appointed Secretary to the then Staff Committee. In 1923 he transferred to the General Manager's Parliamentary Section, where he remained until 1936, when he left to assume duty in the Publicity & Travel Bureau at South Africa House, London; in November, 1939, he was promoted Director of the bureau, a position he held until October, 1944, when he was recalled to South Africa to become Assistant Manager, Publicity & Travel Department. In his present appointment he succeeds Mr. J. F. Kuys, who was seconded to the South African Tourist Corporation, and became its Director in August, 1947. Since Mr. Kuys' departure in November, 1946, Mr. Harrison has acted as Manager of the Publicity & Travel Department and Managing Editor of the *S.A.R. & H. Magazine*.

The late Mr. R. M. Barrington-Ward, who was Editor of *The Times*, left £24,179.

Mr. H. F. Davies, District Engineer, Kings Cross, Eastern Region, British Railways, retired on May 31.

Mr. G. F. Fiennes, District Superintendent, Stratford, Eastern Region, British Railways, has been appointed Assistant Operating Superintendent, Eastern Section, Eastern Region.

Sir Cyril Hurcomb, Chairman of the British Transport Commission, was on June 8 awarded the Grand Cross of the Royal Order of St. Olav by the Norwegian Ambassador on behalf of the King of Norway.

The following notification appears in the Seventh Supplement to *The London Gazette*, dated June 8, under the heading of Supplementary Reserve of Officers: Corps of Royal Engineers:—General Sir William Joseph Slim, G.B.E., K.C.B., D.S.O., M.C., A.D.C. (8709), to be Hon. Colonel, R.E. (Tn.) S.R. Units, April 7, 1948.

Mr. G. Gibson has been appointed Chief Mechanical Engineer, Kenya & Uganda Railways & Harbours, in place of Mr. H. B. Stoye, retired.

The Ministry of Labour has appointed Mr. R. Lloyd Roberts (Chief Labour Officer of Imperial Chemical Industries Limited, who during the war served in the Ministry as Under-Secretary for Personnel Management & Welfare) to be a special officer to stimulate the development of joint consultative machinery, in connection with production, at factory level.

Mr. B. H. Binder (Binder, Hamlyn & Company) has been elected President, and Sir Russell Kettle (Deloitte, Plender, Griffiths & Company), Vice-President, of the Institute of Chartered Accountants in England & Wales for the ensuing year.

Recent awards of the George Medal and the British Empire Medal include that of the G.M. to Mr. Robert Mosley Davies, Assistant Locomotive Superintendent, Palestine Railways, who "showed great courage without regard for his personal safety" after a military ammunition train had been sabotaged. The B.E.M. (Civil Division) has been awarded to Police Constable Robert Rae Cameron, London Midland Region, British Railways, for courage and outstanding devotion to duty.

The King's Birthday Honours List

The following is a first selection of honours of transport and industrial interest from the King's Birthday list:—

Barons

Sir (William) Francis Kyffin Taylor, G.B.E., K.C., D.L., Presiding Judge, Liverpool Court of Passage, 1903 to April, 1948. A Railway & Canal Commissioner since 1930.

Mr. Thomas Edward Williams, J.P., Member, National Council of Labour. Part-Time Member, London Transport Executive. For political and public services.

Knight Bachelor

Mr. Ellis Hunter, F.C.A., Deputy Chairman & Managing Director, Dorman, Long & Co. Ltd. President, Iron & Steel Federation.

C.V.O.

Mr. Cecil Gerald Graham Dandridge, Commercial Superintendent, Eastern Region, British Railways.

C.B.

Mr. George Foster Stedman, M.C., Under-Secretary, Ministry of Transport.

C.B.E.

Mr. Percy Croom-Johnson, M.I.C.E., Chief Engineer, London Transport Executive.

Mr. Herbert Babington Robin Rowell, A.F.C., D.L., Chairman, R. & W. Hawthorn, Leslie & Co. Ltd.

O.B.E.

Mrs. Ella Gasking, Chairman & Joint Managing Director, Batchelor's Peas Limited. Part-Time Member, Hotels Executive.

MR. G. C. RHODES

On the occasion of his retirement as Agent-General of the French Line for the British Isles, Mr. George C. Rhodes was entertained by some 150 friends and associates in the passenger business at the Café Royal, London, on Monday, June 7, and presented with a cinema projector. Mr. B. H. Russell, Director & London Manager of Cunard White Star Limited, who presided, said that Mr. Rhodes had been associated with the French Line (Cie.

Générale Transatlantique) for over 51 years and became a member of the London board on its formation in 1922. He was appointed Agent-General in 1942, and is retaining his Directorship of the French Line in this country. Those who supported Mr. Russell in speeches of eulogy were Sir Alexander Maxwell (British Tourist & Holidays Board), Mr. K. W. C. Grand (British Railways), Mr. J. N. Bamford (Air Lines) and Sir Eric Studd (Travel Agents).

LONDON MIDLAND REGION APPOINTMENTS

Mr. E. R. Brown, Assistant Works Superintendent, Locomotive Works, Horwich, to be Assistant Works Manager, Locomotive Works, Crewe.

Mr. J. Sinclair, Assistant to Works Superintendent (Production Planning), Locomotive Works, Horwich, to be Assistant Works Superintendent, Locomotive Works, Horwich.

Mr. W. L. Parkinson, Chief Staff Clerk, Chief Civil Engineer's Department, to be Assistant (Staff & Organisation), C.C.E. Department, Watford H.Q.

Mr. T. P. Strafford, District Operating Manager, Crewe, to be District Traffic Superintendent, Carlisle.

Mr. S. O. Screen, Chief of Divisional Trains Office, Divisional Operating Manager's Office, Crewe, to be District Operating Manager, Crewe.

Mr. A. S. Kirby, Divisional Controller (Passenger Services), Office of Divisional Operating Manager, Crewe, to be Chief of Divisional Trains Office, Office of Divisional Operating Manager, Crewe.

Mr. J. Grundy, Assistant Divisional Controller (Passenger Services), Office of Divisional Operating Manager, Crewe, to be Divisional Controller (Passenger Services), Office of Divisional Operating Manager, Crewe.

Mr. R. North, Assistant District Operating Manager, Nottingham, to be District Operating Manager, Nottingham.

Mr. F. Turton, Assistant (Steelwork Section No. 1), Chief Civil Engineer's Department, Watford H.Q., to be Bridge & Steelwork Assistant to Chief Civil Engineer, Watford H.Q.



Sir Alexander Maxwell, Chairman of the British Tourist & Holidays Board, speaking at the luncheon to Mr. G. C. Rhodes on his retirement as Agent-General of the French Line for the British Isles (see paragraph above). Left to right: Mr. Rhodes, Mr. B. H. Russell (Director & London Manager, Cunard White Star Limited), Sir Alexander Maxwell, Mr. John Elliot (Chief Regional Officer, Southern Region, British Railways)

Beyer, Peacock & Co. Ltd.

Captain Hugh Vivian's review of the year's progress

The annual general meeting of Beyer, Peacock & Co. Ltd. was held in London on June 8, Captain Hugh Vivian, M.I.Mech.E., Chairman of the company, presiding.

The Chairman, in a statement issued with the report and accounts, said the general reserve had been increased by £50,000, and now stood at a figure of £100,000. The carry-forward on profit and loss account showed an increase of about £27,000 compared with the amount for the previous year. The provision for depreciation charged against trading before arriving at the profit for the year was £15,000, whilst the cost of renewals, including the conversion of the power plant from coal to oil, amounted to over £24,000.

It would be observed that the provision for the proposed dividends covered service on the increased capital consequent on the new issue of 300,000 ordinary shares which did not rank for dividend in respect of profits earned to December 31, 1946. With regard to the dividend proposals, the board felt that in view of the national situation they were unable to recommend any increase in the rate at the present time. They had proposed, however, an extremely modest bonus of 1 per cent. in view of the undoubted claims of shareholders. Steps had been taken to ascertain that such a proposal was within the spirit and intention of the proviso for exceptional cases as outlined in the F.B.I. memorandum to the Chancellor of the Exchequer and accepted by him.

INCREASED NET PROFIT

The net profit for the year was £56,127, compared with £42,351 for 1946, an increase of nearly £14,000. This was partly due to taxation relief resulting from the introduction of the profits tax in lieu of E.P.T. It would be seen from the directors' report that the company's liability in respect of taxation had not yet been finally agreed with the Inland Revenue authorities, but as, pending settlement, a provisional sum was received during 1947 in respect of E.P.T. post-war refund, this had been carried in the balance sheet as a suspense item. The abolition of E.P.T. at the end of 1946 eased, in some measure, the harsh burden of taxation. The substitution of profits tax, however, had limited the degree of relief.

An important matter from the industry's standpoint which warranted immediate attention from the Inland Revenue authorities was the granting of more generous statutory allowances for wear and tear of plant, machinery, and other factory equipment, having regard to the extremely high replacement costs ruling today. The board had constantly under review the provision of new plant and equipment necessary to ensure that the manufacturing facilities of the factory were kept up to date and ready to meet production demands on the most efficient and economical basis. It would be appreciated, however, that the Government's present policy of restricting capital expenditure, coupled with the protracted deliveries for capital items, was limiting the board's policy on renewals.

During the year under review the supply difficulties in respect of basic materials and other components were considerable. The flow of supplies of every description was, and continued to be, a source of great concern increasing the day-to-day problems of management. Suitable skilled labour in the locomotive industry still remained very limited. The task of maintaining the

labour strength in the factory in balance to meet production demands called for continued vigilance and constant endeavour. Consistent effort was made to increase the labour force, but the possibilities were not great at the moment. This limitation was of vital significance and constituted one of the governing factors determining output.

Despite the production hours which were lost due to the fuel crisis and electricity cuts, and the consequent repercussion on productivity during 1947, it was gratifying to be able to report that, due to the improvisations of a very flexible executive, the adverse effect on the trading profit for the year was far less serious than might have been anticipated. The volume of locomotive orders on the company's books at the present time was such that the production capacity at Gorton should be employed for a considerable time ahead. The current order book included Beyer-Garratt locomotives for the India Stores Department, Rhodesia, Kenya & Uganda, West Africa, Brazil, and Australia; and, in addition, engines and tenders for Turkey, Northern Ireland, Peru, and Australia. Following an extended tour of the Far East last year by their Sales Director, Mr. W. Cyril Williams, an order was booked for Beyer-Garratt locomotives for the Queensland Government Railways, whilst another order for Mountain type locomotives and tenders for the Western Australian Government Railways was also secured.

It would be noted that the demand for their company's products was distributed widely over the world's railways. With the present emphasis on increased production for export, it might be reasonable to assume that any company working almost exclusively for overseas customers would have such high priority for labour and materials that the domestic problem would be the concentration of effort towards the greatest possible output from readily available supplies. This had not been their experience. They had daily had to face problems of supply far more difficult than ever before. The executive time which had to be expended in this direction was greatly in excess of what should be necessary for the output volume secured.

OVERSEAS DEMAND FOR LOCOMOTIVES

The deliveries of locomotives during 1947 were restricted by the shortages referred to, but Beyer-Garratt locomotives were shipped to South Africa, Rhodesia, and Nepal; engines and tenders to Brazil and Northern Ireland; and tank locomotives to Brazil. Their company's products continued to enjoy a reputation throughout the world for excellence of design, quality of materials, and standard of workmanship. Reports had reached them recently from various railways overseas which testified to the efficiency and reliability under severe service conditions of locomotives produced at Gorton. There still appeared to be an unfilled overseas demand for steam locomotives. Since he last addressed them, there had been a number of major changes in India, Pakistan, and Burma; whilst the British-owned railways of Argentina and Uruguay now had been transferred to their Governments. The long-term effect of these changes on the locomotive export trade could not yet be foreseen.

Since their last meeting they had produced a new Beyer-Garratt brochure, which had been distributed on a wide basis at home and overseas. This, together with their other publications, would serve to

keep the name of their company in the minds of railwaymen all over the world.

Their factory at Leiston had been fully occupied during the year under review. Production was not at its maximum during the early months in view of the final period of changeover from war work; and the fuel crisis, as well as shortages—particularly electric motors and ball bearings—exercised some influence on total volume of output. Certain difficulties still persisted, but he was hopeful that the present year's work would exceed the 1947 figures. Their policy of steady development into new fields had been consistently pursued. Such a policy inevitably demanded the closest attention to prototype work in the initial stages. The benefits could not be accurately gauged during this period, but he was convinced that the spirit of properly-directed engineering adventure was of national importance as well as offering to their company the promise of useful growth along rational lines. The work of Low Temperature Developments Limited was of special interest in this sense. There was evidence that the years of research, experiment, and prototype development might result in new and important activities in the field of refrigeration engineering. Other developments also were proceeding.

A HOPEFUL FUTURE

They would not expect him to venture into prophecy at the present time. He could, however, state that in spite of all the detail problems of supply and the irritating effects of controls of all sorts, there was no feeling of despondency in their organisation. Present conditions were a challenge to them all. The company and its subsidiary and associated undertakings had accepted that challenge. The traditions of this old-established business had in no way undermined or cramped the natural virility of its youthful executive. For many years their company had enjoyed a reputation for high-grade productions. It was now earning recognition for its freshness of approach in new fields. All this justified his hopes for the future.

Finally, he wished to thank his colleagues on the boards of the parent and subsidiary companies for their unfailing guidance and support, and also all their staff for their arduous work and loyal co-operation during a period of exceptional difficulty. The degree of success which had been achieved in the face of shortages of labour and materials was shown by the results before them, and was evidence of the continued progress being made.

The report and accounts were adopted.

INCREASED CAPACITY OF TIMKEN BEARINGS.—British Timken Limited announces that the capacity ratings of all Timken bearings have been increased by 25 per cent. over the figures previously published. The improvements which have led to the laboratory and service performance on which this decision is based include improved alloy steel, better metallurgical control in the processing and heat treatment of this steel, more accurate manufacturing equipment, and more accurate inspection methods. An abridged edition of the company's "Engineering Handbook" will be issued shortly and a new *Timken Engineering Journal* is in the course of preparation. Both these publications will contain the revised capacity ratings of Timken bearings. In the meantime, in order to take advantage of the bearing economies provided by these new ratings, it is recommended that all existing ratings of Timken bearings be multiplied by 1.25.

British Transport Commission Statistics

Summary of the principal statistics for the four-week period ended February 22

In our issue of May 21, we reviewed No. 1 of the series of four-weekly transport statistics booklets published by the British Transport Commission. We received No. 2,* covering the four weeks February 22, ten days later, and summarise in the accompanying statements, the principal statistics which the booklet contains. We propose to publish similar statements as each number of the Commission's series comes to hand, so that in course of time, our readers will have the current results before them in a handy form.

The second set of the Commission's tables is identical in lay-out with the first, save that "rolling stock" has been substituted for "vehicles" in the headings of two tables, as suggested in our previous article. We do not propose to discuss the operating results for the February period in detail, as the coal crisis in 1947 brought some branches of industry to a standstill and reduced the volume of railway business to an extent which makes misleading the increases shown for 1948. The same will apply to the statistics for the next period to March 21, though returns for the later months of the year will be more useful for comparative purposes.

We should like to have included a statement of locomotive coal consumption, if space had been available. In February, 66·89 lb. were consumed per engine mile. This is a decrease of 8 per cent. on the 1947 figure, but an increase of 27 per cent.

on the 1938 consumption of 52·5 lb. per engine mile. It seems most important that the questions of coal supply and coal utilisation should have immediate attention. With coal at its present prices, the increase in cost of working must be substantial and

no effort should be spared to keep down the tonnage consumed.

There was an improvement in the serviceable stock of locomotives. The position for passenger vehicles was slightly better than in January and 4,000 more wagons were in traffic in February than in the previous period, though the railways had 34,000 fewer wagons available than in February, 1947. We expect later returns will show a steady improvement in the rolling-stock position.

I. BRITISH TRANSPORT COMMISSION TRAFFIC RECEIPTS

	Four weeks to February 22		Inc. or dec.	Aggregate for eight weeks to February 22		Inc. or dec.
	1948	1947*		1948	1947*	
	£000	£000	£000	£000	£000	£000
British Railways (receipts from railway working)—						
Passengers	7,215	6,373	+ 842	14,814	13,465	+ 1,349
Parcels, etc., by passenger train ...	2,211	1,870	+ 341	4,233	3,589	+ 644
Merchandise (other than Classes 1-6) and livestock	7,239	4,406	+ 2,833	13,939	10,092	+ 3,847
Minerals & merchandise (Classes 1-6) ...	2,239	1,223	+ 1,016	4,364	2,938	+ 1,426
Coal & coke	5,412	3,921	+ 1,491	10,575	7,903	+ 2,672
	24,316	17,793	+ 6,523	47,925	37,987	+ 9,938
London Transport—						
Railways	1,095	923	+ 172	2,224	1,883	+ 341
Buses & coaches	2,262	1,751	+ 511	4,543	3,592	+ 951
Trolleybuses & trams	828	645	+ 183	1,663	1,337	+ 326
	4,185	3,319	+ 866	8,430	6,812	+ 1,618
Inland Waterways—						
Tolls	41	21	+ 20	107	79	+ 28
Freight charges, etc.	122	94	+ 28	145	120	+ 25
	163	115	+ 48	252	199	+ 53
Total	28,664	21,227	+ 7,437	56,607	44,998	+ 11,609

* British Transport Commission Transport Statistics, 1948 Series, No. 2, Period to February 22. London: British Transport Commission. Price 1s.

* The comparison of 1948 with 1947 is affected by increases in fares, rates and charges, which were introduced at different dates during the year 1947 to meet increases in operating costs

2. BRITISH RAILWAYS (A) Passenger Journeys Originating

	Region						Total
	London	Midland	Western	Southern	Eastern	North Eastern	
	Scottish						
	+ or - over 1947	+ or - over 1947	+ or - over 1947	+ or - over 1947	+ or - over 1947	+ or - over 1947	+ or - over 1947
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Full fares	1,331,280 (+2·24)	770,886 (-12·76)	1,661,021 (+10·71)	770,407 (+46·44)	152,413 (-32·19)	392,194 (+29·93)	5,078,201 (+7·16)
Monthly return	5,927,253 (+6·73)	1,890,049 (-10·92)	6,842,135 (+18·92)	1,702,720 (+6·62)	575,190 (-25·43)	1,448,198 (+29·76)	18,385,545 (+8·70)
Excursion, week-end, cheap day, etc.	601,036 (+1·29)	372,274 (-5·02)	650,891 (+16·43)	167,851 (+7·00)	149,196 (-8·77)	255,588 (+116·38)	2,196,836 (+10·79)
Workmen	6,989,790 (+7·71)	1,885,933 (-2·93)	5,968,153 (+12·97)	1,808,946 (+7·45)	982,836 (-11·92)	1,104,579 (+9·57)	18,740,237 (+6·95)
Other descriptions	1,303,055 (-5·86)	930,180 (-7·85)	1,377,664 (-14·07)	659,463 (+2·42)	353,010 (-16·60)	407,419 (-13·67)	5,030,791 (-9·13)
Total, excluding season tickets	16,152,414 (+5·42)	5,849,322 (-7·88)	16,499,864 (+12·25)	5,109,387 (+10·89)	2,212,645 (-18·01)	3,607,978 (+19·63)	49,431,610 (+5·86)
Season tickets (all descriptions)	5,423,071 (-11·28)	2,175,876 (-14·30)	8,822,512 (-19·72)	1,832,250 (-20·07)	580,100 (-21·72)	1,874,764 (-10·13)	20,708,573 (-16·37)
Total, including season tickets	21,575,485 (+0·66)	8,025,198 (-9·71)	25,322,376 (-1·43)	6,941,637 (+0·61)	2,792,745 (-18·81)	5,482,742 (+7·46)	70,140,183 (-1·84)

(B) Freight Average Originating

	Region						Total
	London	Midland	Western	Southern	Eastern	North Eastern	
	Scottish						
	+ or - over 1947	+ or - over 1947	+ or - over 1947	+ or - over 1947	+ or - over 1947	+ or - over 1947	+ or - over 1947
	Tons per cent.	Tons per cent.	Tons per cent.	Tons per cent.	Tons per cent.	Tons per cent.	Tons per cent.
Merchandise (excluding Classes 1-6) & livestock ...	1,337,600 (+32·55)	774,825 (+11·27)	281,575 (+16·26)	662,644 (+52·21)	643,845 (+36·38)	637,206 (+9·29)	4,337,695 (+26·16)
Minerals & merchandise (Classes 1-6)	1,569,300 (+57·83)	575,606 (+30·52)	124,969 (+36·90)	693,600 (+24·23)	815,000 (+49·95)	561,589 (+13·30)	4,340,064 (+38·92)
Coal & coke	4,282,900 (+9·09)	1,876,320 (+8·39)	296,411 (+20·18)	1,944,300 (+16·56)	2,369,600 (+19·58)	1,703,255 (+6·20)	12,472,786 (+11·79)
Total, all classes of traffic ...	7,189,800 (+21·26)	3,226,751 (+12·49)	702,955 (+21·17)	3,300,544 (+24·00)	3,828,445 (+27·73)	2,902,050 (+8·18)	21,150,545 (+19·36)

(C) Net Ton Miles

	Region						Total
	London Midland	Western	Southern	Eastern	North Eastern	Scottish	
	+ or - over 1947 per cent.	+ or - over 1947 per cent.	+ or - over 1947 per cent.	+ or - over 1947 per cent.	+ or - over 1947 per cent.	+ or - over 1947 per cent.	+ or - over 1947 per cent.
Merchandise (excluding Classes 1-6) & livestock	185,730,054 (+34.06)	108,590,443 (+23.99)	25,793,867 (+25.51)	87,094,522 (+75.78)	53,040,155 (+38.69)	93,081,489 (+36.55)	553,330,530 (+37.43)
Minerals & merchandise (Classes 1-6)	129,966,803 (+68.10)	62,389,988 (+38.46)	13,399,734 (+40.34)	91,345,354 (+66.85)	33,195,228 (+71.59)	41,841,802 (+46.03)	372,138,909 (+58.58)
Coal & coke	285,519,976 (+11.23)	128,780,636 (+0.65)	26,077,542 (-4.76)	159,328,176 (-4.08)	65,874,393 (+14.51)	72,308,494 (+6.84)	737,889,217 (+4.91)
Total, all classes of traffic	601,216,833 (+27.23)	299,761,067 (+15.03)	65,271,143 (+13.55)	337,768,052 (+24.91)	152,109,776 (+32.14)	207,231,785 (+25.98)	1,663,358,656 (+24.07)

(D) Train Miles

	Region						Total
	London Midland	Western	Southern	Eastern	North Eastern	Scottish	
	+ or - over 1947 per cent.	+ or - over 1947 per cent.	+ or - over 1947 per cent.	+ or - over 1947 per cent.	+ or - over 1947 per cent.	+ or - over 1947 per cent.	+ or - over 1947 per cent.
Coaching train miles—							
Loaded	4,262,782 (-8.40)	2,615,191 (-5.30)	3,931,365 (-3.91)	2,335,892 (-0.12)	1,022,329 (-7.16)	1,709,257 (-4.22)	15,876,816 (-5.11)
Empty	132,089 (-10.63)	116,582 (-6.92)	93,782 (-11.96)	86,750 (+7.65)	46,418 (+2.69)	57,296 (-6.44)	532,917 (-5.95)
Total loaded & empty	4,394,871 (-8.46)	2,731,773 (-5.37)	4,025,147 (-4.12)	2,422,642 (+0.14)	1,068,747 (-6.77)	1,766,553 (-4.30)	16,409,733 (-5.13)
Freight train miles—							
Loaded	3,030,828 (+23.50)	1,638,959 (+16.25)	545,164 (+3.16)	1,648,841 (+27.59)	916,104 (+28.08)	1,486,655 (+18.02)	9,266,551 (+20.98)
Empty	528,313 (+7.92)	208,259 (+8.26)	11,994 (-22.76)	322,390 (-3.40)	182,182 (+5.84)	205,879 (-0.99)	1,459,017 (+3.39)
Total loaded & empty	3,559,141 (+20.91)	1,847,218 (+15.29)	557,158 (+2.42)	1,971,231 (+21.23)	1,098,286 (+23.76)	1,692,534 (+15.33)	10,725,568 (+18.24)
Total coaching & freight train miles—							
Loaded	7,293,610 (+2.62)	4,254,150 (+1.98)	4,476,529 (-3.10)	3,984,733 (+9.74)	1,938,433 (+6.72)	3,195,912 (+4.98)	25,143,367 (+3.09)
Empty	660,402 (+3.62)	324,841 (+2.27)	105,776 (-13.34)	409,140 (-1.25)	228,600 (+5.18)	263,175 (-2.23)	1,991,934 (+0.71)
Total loaded & empty	7,954,012 (+2.70)	4,578,991 (+2.00)	4,582,305 (-3.37)	4,393,873 (+8.62)	2,167,033 (+6.55)	3,459,087 (+4.39)	27,135,301 (+2.91)

(E) Wagon Miles

	Region						Total
	London Midland	Western	Southern	Eastern	North Eastern	Scottish	
	+ or - over 1947 per cent.	+ or - over 1947 per cent.	+ or - over 1947 per cent.	+ or - over 1947 per cent.	+ or - over 1947 per cent.	+ or - over 1947 per cent.	+ or - over 1947 per cent.
Loaded wagon miles—							
Merchandise (excluding Classes 1-6) & livestock	52,690,872 (+38.29)	28,594,492 (+28.60)	7,777,436 (+22.82)	23,986,836 (+76.93)	17,278,274 (+43.67)	24,577,009 (+36.52)	154,904,919 (+40.49)
Minerals & merchandise (Classes 1-6)	11,612,017 (+56.80)	6,563,222 (+41.03)	1,584,361 (+34.02)	8,653,242 (+54.42)	3,238,859 (+73.95)	4,597,596 (+38.67)	36,249,297 (+50.90)
Coal & coke	28,466,541 (+4.92)	11,655,200 (+0.48)	2,696,022 (-10.64)	15,759,183 (-9.61)	5,503,291 (+7.92)	6,978,217 (-0.74)	71,058,454 (-0.36)
Total loaded wagon miles	92,769,430 (+27.71)	46,812,914 (+21.63)	12,057,819 (+14.49)	48,399,261 (+32.25)	26,020,424 (+37.04)	36,152,822 (+27.53)	262,212,670 (+27.54)
Empty wagon miles	34,349,207 (+9.54)	15,158,036 (+12.54)	4,411,144 (+7.86)	23,140,338 (+7.65)	9,073,619 (+16.81)	10,155,814 (+2.65)	96,288,158 (+9.32)
Total wagon miles, loaded & empty	127,118,637 (+22.23)	61,970,950 (+19.27)	16,468,963 (+12.64)	71,539,599 (+23.15)	35,094,043 (+31.17)	46,308,636 (+21.09)	358,500,828 (+22.08)

(F) Rolling Stock Position

	Operat- ing stock	Number under repair	Service- able stock	Service- able stock in 1947
Locomotives	20,398	4,235	16,163	15,645
Coaching vehicles	55,523	7,610	47,913	47,394
Freight wagons	1,210,346	144,742	1,065,604	1,096,268

4. LONDON TRANSPORT

(A) Passenger Journeys Originating

	Number	+ or - over 1947 per cent.
Railways	49,465,865	+ 8.70
Buses & coaches	201,157,357	+17.50
Trams & trolleybuses	90,300,000	+20.03
Total	340,923,222	—

(C) Rolling Stock Position

	Operat- ing stock	Number under repair	Service- able stock	Service- able stock in 1947
Railway vehicles	3,943	632	3,334	3,291
Buses & coaches	7,391	1,099	6,292	6,111
Trams & trolleybuses	2,613	250	2,363	2,227

3. INLAND WATERWAYS

(I) Tonnage of traffic and ton-miles

	Tonnage	+ or - over 1947 per cent.	Ton- miles	+ or - over 1947 per cent.
General merchandise	249,421	+41.67	5,337,047	+52.79
Liquids in bulk	122,125	+13.27	3,128,325	+20.75
Coal, coke, patent fuel and peat	377,550	+40.17	6,148,578	+91.63
Total (all classes of traffic)	749,096	+35.40	14,613,950	+57.27

(B) Rail and Road Car Miles

	Miles	+ or - over 1947 per cent.
Railways	17,301,319	+9.65
Buses & coaches	23,538,156	+4.33
Trams & trolleybuses	8,694,638	+9.69
Total	49,534,113	+7.06

5. STAFF

	Total staff employed	British Rail- ways	London Trans- port	Inland Water- ways
Salaried (Adminis- trative, Technical & Clerical)	119,640	108,449	10,466	644
Operating	393,716	335,934	56,217	1,565
Maintenance	240,742	211,666	27,326	1,750
Other	32,615	29,009	3,595	—
Total	786,713	685,058	97,604	3,959

The Indian State Railways Dinner, 1948

Colonel Emerson's account of the situation after partition

The Indian State Railways annual dinner was held—as usual, on the Monday in Derby week—on May 31 at the Chez Auguste restaurant, Frith Street, W.1: Sir Leonard Wilson, a former Chief Commissioner of Railways, presided. The guest of honour was Sir Frederick Burrows, last British Governor of Bengal and himself a British railwayman. The principal speaker was Colonel R. Emerson, last Chief Railways Commissioner in British India and first in the Dominion of India.

No fewer than 174 were present, including:—

Messrs. W. J. Air, D. J. Anderson, W. A. Anderson, F. Barker, Lt.-Colonel L. G. Bailey, Messrs. G. S. Bocquet, F. S. Bond, V. H. Boalch, A. A. Brown, N. Burns, G. W. Browne, H. N. Brock, A. R. Byron, N. Burbidge, E. Carvey, N. Carroll, J. H. Carpenter, H. G. Carpenter, T. E. M. Cameron, D. Cardew, N. Calder (Hon. Sec.), D. Colin V. Campbell, C. W. Clarke, J. Clegg, N. N. Cour Palais, J. Coates, H. H. Cooper, C. M. Cock, M. E. Cox, Lt.-Colonel J. E. Clutterbuck.

Messrs. R. M. Dallas, A. J. Doran, L. E. Dowling, B. C. Drummond, G. T. Eades, T. G. R. Eagan, R. T. Earle, Col. R. Emerson, Messrs. T. E. Embleton, E. L. Ensor, Lt.-Colonel W. T. Everall, Messrs. J. M. Fenton, D. M. Ferguson, L. Flatt, A. M. Floyd, M. J. Fryer, A. J. Fraser, H. D. Furley, W. E. Gelson, Major F. W. Gillet, Messrs. J. G. Gibson, H. G. Goff, A. P. Goldney, H. D. Green, M. S. Gregory, C. H. Griffith, W. E. Grant, A. R. Gundry, R. T. Harris, C. T. Hall, C. E. Hall, P. L. J. Hands, F. R. Hawkes, D. W. Hadfield, J. E. Heining, Col. Sir G. Hearn, Messrs. D. J. Hewitt, J. C. Highet, J. W. C. Holt, H. W. Huggins, L. A. Hoyle, R. G. Hughill, E. Ingoldby, A. de V. Irwin, Sir R. Izat.

Messrs. J. E. Jack, L. S. Johnson, A. J. W. Jones, N. Johnson, T. H. B. Jones, H. G. Jones, E. H. Keelan, T. Kidd, G. C. Laughton, E. Lightbody, W. L. D. Martyn, D. S. Macgee, T. D. Macintosh, A. H. Marley, C. R. Martingall, Sir R. E. Marriott, Messrs. F. E. Manley, R. L. Meehan, M. Meldrum, E. L. Manico, B. Moody, R. C. Moss, A. O. Morrison, Dr. A. W. J. Morgan, Messrs. H. M. R. Morse, R. Milne, B. P. Myers, W. R. Oaten, J. D. Osborn.

Messrs. J. A. Parker, J. R. J. Pett, L. V. Pont, G. A. Plank, G. T. Preswell, A. W. Puttick, W. J. Pyne, H. M. Read, H. A. Reid, W. G. W. Reid, J. B. Remington, A. E. W. Robinson, P. W. Robinson, E. L. Roberts, G. N. Rose, C. I. Routh, G. Rowler, E. W. Russell, F. L. Round, W. F. Sargisson, H. Saunders, S. Scot-Scott, A. M. Sims, B. G. Smith, Lt.-Colonel W. J. Sorby, Messrs. C. E. Spurgeon, C. G. Sturt, N. W. Synott, C. N. Sylvester, Major R. L. Tanner, Messrs. S. Taylor, E. B. N. Taylor, G. Thomson, H. E. Thompson, R. O. C. Thomson, W. Toyne, F. R. Tubby, Owen Tucker, F. C. Twynam, J. Tritton.

Messrs. M. N. Varvill, A. V. Venables, Col. Sir C. Walton, Messrs. N. C. Watney, R. H. Warde, F. H. G. Wheeler, C. A. White, J. C. Wightwick, A. E. Williams, D. Williams, Sir L. Wilson, Brigadier H. L. Woodhouse, Messrs. J. M. D. Wrench, and H. N. Young.

Guests: Sir F. Burrows, Mr. E. Bateson, Col. G. Collingwood, Messrs. A. W. Goldsack, R. Gresham, J. Griffith, J. R. Harrison, F. Lydall, E. Mull, R. R. Parker, J. Palmer, S. T. Sheppard, B. Slazenger, H. C. E. Tollye, J. Williams, and guest of M. J. Fryer.

The Chairman prefaced his opening remarks by saying that they must all be looking with considerable interest at the experiment of State management of transport in this country. Those present were old hands with experience of such management, as all Indian railways were latterly State lines.

The State Railways Dinner was initiated by the North Western Railway in 1906, and the other two State systems then in being, the E.B.S.R. and O. & R.R., joined forces with the N.W.R. for annual reunion in 1912. The function continued as a select body until later other lines became State-managed. In recent years there was an avalanche of lines falling into State control, and this had resulted in the large gathering of 174 there that night. This was most welcome and gratifying, especially as there were so many younger men present, a guarantee that the dinner would be continued for some time to come.

Credit was due not only to the original State Railways for inaugurating the reunion, but to one of their officers, Norman Calder, for his continued and valuable services as Honorary Secretary. Last year, thanks to his efforts, the dinner was revived after being in abeyance during the war, and some 70 officers were present. This year the number had risen to 158 with 16 guests, and the success might be even greater in future. Those present were grateful for Mr. Calder's good work.

Continuing, Sir Leonard remarked that what struck him most when surveying the gathering was the apparent youth of the officers who had returned from India for good. The United Kingdom was obviously descending to a standard of living far below what had been known for some time, and it was amazing to see in that room so much talent and accumulated experience lying idle, though available and eager to render service. Yet there was no machinery for making use of their services.

The Chairman concluded by introducing the night's principal speaker, Colonel Emerson, a Royal Engineer officer with long service in many departments on the G.I.P.R., where he had served with distinction. On being recalled from military service towards the end of the war, he was appointed General Manager of that line and subsequently became the last British Chief Commissioner of Railways in India.

COLONEL EMERSON'S SPEECH

Colonel Emerson said:—

"I rise to propose the toast of the evening, but before doing so, crave your indulgence for a few minutes' reminiscence and reflection. You will be aware that the term 'Indian State Railways' is no longer used in India or Pakistan in the sense that we knew it. It was decided after the war, and before the transfer of power, that the time had come to differentiate between the railways owned and managed by Indian States and those owned and managed by the Government of India, and those in the latter category were formally renamed Indian Government Railways. Presumably this name will be adhered to in the Dominion of India, and I understand that the Dominion of Pakistan refers to its railways as the Pakistan Government Railways.

"This is the first dinner to be held since the transfer of power, and the consequent partition of the railway systems as we knew them, and so I speak to you as the last Chief Commissioner of the railways of India as a whole, and as the first of the railways of the Dominion of India. Some particulars of the partition have appeared in *The Railway Gazette*, and we hope in due course to see a further account describing the regrouping of the systems in India which must logically follow on the partition, for those parts of the North Western and Bengal-Assam systems left in India

had to start life on what could be regarded only as a temporary organisation. An officer was put on special duty last year, after I left, to make recommendations for regrouping, but his report has not yet been published in England.

SERVICES DISORGANISED AFTER PARTITION

"Those of you who were out of India at the time of partition will have read accounts of many incidents which occurred at the time, and I do believe that the reports published by the more reliable papers in this country were not grossly exaggerated. Certainly the disorganisation of the railway system in the Punjab was considerable, and the attacks on trains were many and unprovoked. I have not the figures by me, but if I recollect correctly, the average daily number of trains passing between the Delhi Division of what was the N.W.R. and the Ferozepore and Lahore Divisions of what became the Pakistan Government Railways, was 99 each way a day prior to August 15, 1947, whereas at the worst period after the partition, this number was for one or two days reduced to nil, and for several days to about four each way daily. This number was gradually increased, by means of military train crews, military and police guards on the footplate, in the brake, and in the train itself, until the limiting factor in running trains was not the loads offering or the train crews available, but the number of military and/or police escorts available.

"Despite these escorts, unpleasant incidents continued to occur, and, in fact, the escorts themselves were at times the cause of such incidents, as when one train crossed another escorted by an escort of the other persuasion. I dwell on this unhappy state of affairs only to enable me to pay tribute to the running staff, who continue to turn out to work the trains, even though they sometimes refused to work them unless the escorts were of the same persuasion as themselves.

"The station staff, too, maintained their prestige, as is evidenced by the story told to me at the time by a naval commander who was travelling, in uniform, from Simla to Delhi. He had to change at Ambala, and whilst waiting for his connection was walking up and down the platform, which was crowded with refugees. Presently one of them came up to him and said, in English, 'Babu, when is next train for Delhi?' to which the commander replied 'I don't know; you had better ask the stationmaster.' His questioner thereupon looked at him in surprise and said, 'But sir, if you are not stationmaster, why are you walking up and down so proudly?'

"The Europeans who remained did their level best to make the partition work, and to alleviate the personal hardships which we all deplored but could do little to remedy. The principle of partition had been put forward by His Majesty's Government and accepted by the two major communities, and it was our job to see that it was implemented. It was difficult then; I believe it is less difficult now. The chaos caused by the wholesale transfer of Muslims from India to Pakistan, and Hindus from Pakistan to India, is lessening, but unless Muslims are encouraged to come and live in peace and ply those trades and professions peculiar to them in India, and vice versa, it will be generations before efficiency can begin to rise.

DECLINE OF DISCIPLINE

"Many of you here tonight will remember the restrictive legislation affecting staff which was enacted in the thirties. I refer to the Rules regulating Discipline & Rights

of Appeal and the Payment of Wages Act (1936). I am sure that all of us who were then serving in India regarded the introduction of that legislation with great misgiving, for we saw in it the seeds of deterioration of discipline, since it took away the power of the District Officer to deal out that summary justice on which the efficient working of the systems had been built up. It may interest some of you to learn that these misgivings were well justified, and that the full effect did not become apparent until after the war.

"When the post-war reaction set in, with the departure of many officials who had stayed only for the war, and the growing discontent of the subordinate grade because prices rose and things became scarce, whilst the post-war Mecca which everyone had worked for did not materialise, then the rank and file began to take advantage of the loopholes provided by this legislation, and senior subordinates and junior officers became so inundated with paper, that they would rather shut their eyes to indiscipline than set in motion the prescribed machinery for dealing with it. Then it became apparent that the line staff no longer cared whether trains ran right time or not, and the shop staff was interested more in seeing how much time they could spend away from their machines than on them.

"When I took over from Sir Arthur Griffin as Chief Commissioner in May, 1946, one of the outstanding cases he left me was that of the amendment of the Payment of Wages Act. He had carried it as far as time permitted, and it was ready for a discussion between the Honourable Members concerned, but the installation of the Caretaker Government in July, 1946, and of the Interim Government in September, 1946, prevented the introduction of the necessary amending legislation, either in the autumn session of 1946 or the budget session of 1947. Until that legislation is passed, no material improvement in discipline on the railways is possible, and without that, no general recovery can take place, for the gateman, for instance, whose basic pay is now, I believe, Rs. 55 (£4 2s. 6d.) a month (and that is exclusive of dearness allowance or price concessions in the grainshops) does not care much when he knows that the maximum he can be fined is Rs. 1/11/6 (2s. 1d.).

"From the point of view of the European officer, the most unfortunate result of the transfer of power has been the position in which those found themselves whose agreements were with the Governor General-in-Council instead of the Secretary of State. There is no need for me to recapitulate the history, which is known only too well. The great majority of this loyal and hard-working body of men who, by what can be described only as an accident of legislation, find themselves in a position where they get no compensation, proportionate pension, or provident fund, or gratuity, if they terminate their service before reaching the normal age of retirement, are continuing to serve India and Pakistan, despite the adverse alteration in their conditions of service which has taken place, in the hope that they will receive a square deal in the end. I can only say that they do not lack champions in this country.

"And now, gentlemen, we are met here tonight to renew old acquaintances, to talk over old times, and to remember together that, following in the footsteps of our fathers and grandfathers, we have helped to give to India and Pakistan a transport system of which both Dominions can be proud. During both world wars it did its job. During the periods of peace before

and between those wars it has been developed to assist in bringing to that great land to which we have given the best years of our lives, freedom from want; and the figures of increase in population show how well that object has been attained."

The Chairman voiced the debt of gratitude of all present to Colonel Emerson for the interesting and valuable information he had given them. Subsequently he proposed the toast of "Our Guests," including a railwayman who rose to be Governor of Bengal, a well-deserved distinction in recognition of his services. They looked to Sir Frederick Burrows with pride in his sterling qualities, and were honoured to welcome him as their guest.

Sir Frederick briefly replied to the chairman's reference to his presence that evening as a most welcome guest, saying that he noticed that all present were proud of their railways just as he was proud of the old G.W.R. He had, moreover, great admiration for the railways in India, given to that country by Englishmen. Referring to recent difficulties there, he remarked that in Bengal he had found that the majority of clerks were Hindus and the running staffs practically all Muslims, so that at the par-

tition of the province there was a most unequal division on each side of the new border.

Continuing, he said he was convinced of the justice of the cause of the European railwaymen still serving in India, who felt that they had not had a square deal from His Majesty's Government. They really should have had the same terms as the Secretary of State's men, and their present sense of insecurity was not compatible with English justice. He was pleased to count himself as one of their advocates at home, and would, as far as he was able, join with others to see that railwaymen under contract with the Governor-General received a measure of justice.

Sir Frederick expressed himself as happy to be with them that night, and agreed that it was a calamity that the services of so many present, young in ideas if not in years also, were not being used in the United Kingdom. He commended this idea to the Railway Executive.

The Chairman warmly thanked Sir Frederick for his support, thus concluding the official side of a thoroughly enjoyable evening, admirably organised by Mr. Calder.

Ulster Transport Bill Second Reading

In moving the second reading of the Transport Bill (see our May 28 issue) in the Northern Ireland House of Commons last week, Sir Roland Nugent, Minister of Commerce, said the amalgamation of the road and railway undertakings would form no monopoly. By maintaining the freedom of private transport, they ensured a healthy—indeed severe—competition with any organisation for public transport.

It was proposed to establish a new authority which would have suitable powers to negotiate future agreements to acquire undertakings. The overriding authority of Parliament would be preserved by the provision that such agreements would require to be confirmed by resolutions of both Houses. The undertakings of the County Down Railway Company and of the Road Transport Board would be transferred to the new authority by the Bill itself.

A sum of £3,025,000 was to be paid to the Ministry of Finance for the board's undertaking. This was the total amount advanced by that Ministry to finance the board from its beginning, excluding the purchase of Northern Ireland Transport Stock—£748,675—which was being cancelled.

A capitalisation of £3,000,000 odd was substantiated by experience of the board's earning capacity even after discounting the special activity of the war years. This was a considerable value to have been built up after a start which was beset with so many disadvantages and difficulties. The sum of less than £750,000 proposed to be written off was a modest one compared with the much greater losses which at one time seemed inevitable.

The new authority would be empowered to raise the capital necessary to pay these sums and whatever was required for future acquisitions, and for the development of its business up to a total of £10,000,000. It might raise it by borrowing or by the issue of stock. The Ministry of Finance would be empowered to guarantee either loans to, or the issue of stock by, the authority.

It was proposed to establish a new Transport Tribunal. This tribunal would not sit only to hear appeals, but would review regularly the situation with regard

to the maximum charges for services and facilities, and the conditions attaching to them. It also would have power to settle the classification of goods and the conditions of carriage. In this way anyone who had to send goods or to travel would know exactly how he stood. The provision of facilities also would be subject to the jurisdiction of the new tribunal, as it was to that of the present Appeals Tribunal.

The opportunity was being taken to adopt some of the recommendations made by the Joint Select Committee in 1936. These were directed principally to prevent evasion of the law by pseudo-merchants who really were acting as carriers; and to make illegal carriage more difficult. They would not affect the ordinary man who was *bona fide* carrying his own goods. The exemption of furniture removers also was re-defined and was confined to those who had a principal place of business in Northern Ireland. This was to stop unfair and one-sided competition from firms outside Northern Ireland.

The right of local carriers to carry goods within the cities of Belfast and Londonderry was being continued. Their restriction by a licensing system was, however, under consideration. The purpose for which a special licensing system was desirable was long since spent, and the present system was unsatisfactory. No satisfactory permanent system could be worked without an altogether disproportionate expense in administration. It was possible, however, that a temporary system for a relatively short period might be feasible. The statutory protection of working conditions was not being altered.

In other respects the provisions of the 1935 Act on road transport were in general continued, including the privileges of the farmers and of the corporations of Belfast and Londonderry. The Minister added that he could see no reason why, given a fair chance, the new authority should not pay its way and give good service at reasonable charges. It might not be able to do much more. If it encountered ill-will or unforeseen mischance, it might do less. But he saw no other means by which the necessary service could be assured to the people who required it.

The second reading was passed.

Notes and News

Assistant Foreman Required.—An assistant foreman, between 25 and 35 years of age, is required by Charles Roberts & Co. Ltd., of Wakefield, for its rough machine shop. See Official Notices on page 703.

Gangers Required in Rhodesia.—Gangers, not over 35 years of age, are required by the Rhodesia Railways. Applicants must have been in charge of main-line maintenance gangs. See Official Notices on page 703.

Pullman-Standard Car Export Corporation.—As from June 30, 1948, the London office of the Pullman-Standard Car Export Corporation will be closed, and all future correspondence should be addressed to the New York office at 52, Vanderbilt Avenue, New York, 17, U.S.A.

Designer Draughtsman Required.—A designer draughtsman, with wide experience of foreign railway rolling stock and conversant with modern manufacturing methods and welding technique, is required by a railway rolling stock manufacturer. See Official Notices on page 703.

Accounting Assistant Required.—An accounting assistant, not over 30 years of age, is required by the Government of Tanganyika for the accounts department of the railways and port services, for one tour of 24 to 36 months in the first instance. See Official Notices on page 703.

Road Haulage Association Annual Luncheon.—Mr. Alfred Barnes, M.P., Minister of Transport, will propose the toast of the Road Haulage Association at the Association's annual luncheon on June 23. Mr. B. G. Turner, Chairman of the R.H.A., will respond. Invitations have so far been accepted by, among others, Mr. James Callaghan, M.P., Parliamentary Secretary, Ministry of Transport; Sir Cyril Hurcomb, Chairman, British Transport Commission; and Major-General G. N. Russell, Chairman, Road Transport Executive.

Princes Street Restaurant.—Mr. T. F. Cameron, Chief Regional Officer, Scottish Region, British Railways, recently declared open the Princes Street Restaurant of the North British Station Hotel, Edinburgh. Formerly a grill room of the hotel, the new restaurant has been modernised and tastefully furnished. Mr. Cameron was accompanied by Mrs. Cameron; and among officers of the Scottish Region present were Mr. H. G. Sayers, Operating Superintendent; Mr. L. E. Marr, Assistant Commercial Superintendent; Mr. C. J. Jarrett, Hotels Superintendent; and Mr. J. Linton, Manager of the hotel.

Penzance Road Transport Pool.—It is expected that 35,000 tons of potatoes will be carried in the first three weeks of June by a road transport pool that has been set up in the Penzance area. Potatoes will be delivered mainly to railway sidings at Penzance and Marazion by pool vehicles, the object being to ensure that potatoes will be delivered to the station the day they are lifted. It also is hoped to avoid congestion of road vehicles at the railhead. The scheme will not conflict with other arrangements made by growers and merchants, but rather is intended to help them should they meet with transport difficulties. Arrangements to set up the pool were made on May 19, at a general meeting of hauliers, at which the Railway Executive and the National Farmers Union were re-

presented; a committee of seven, together with a N.F.U. representative, subsequently approved conditions and rates.

Shipping Traffic at Hull.—During February, March, and April of this year 1,957 vessels, representing a net registered tonnage of 1,128,525, entered the port of Hull. During the same period imports totalled 1,042,751 tons, and exports 527,029 tons.

Stewarts and Lloyds Limited.—It was announced by Mr. A. G. Stewart, Chairman of Stewarts and Lloyds Limited, at the recent annual meeting, that during 1948 the majority of the main-line wagons belonging to the group had been transferred to the British Transport Commission. They had received approximately £900,000 in 3 per cent. 1968-73 Transport Stock since the date of the balance sheet by way of compensation. The Chairman said that various difficulties during 1947 had made it necessary to revise their works development plans and they were concentrating now on schemes where immediate progress seemed possible. These included considerable expenditure at Corby, including an open-hearth steel-making plant and additions to the tube works. Further development at Corby, including provision for producing an additional 400,000 tons of steel for purposes other than tube making, were being planned in detail. He was sure the meeting would agree that they had pursued the right course in proceeding with their plans despite the uncertainty regarding nationalisation of the steel industry which was hanging over them. Their company, as a result of years of careful planning and development, and financial prudence, was sound in wind and limb, and, left to manage their own affairs, these developments would place them in an even stronger position in future to serve the needs of consumers both at home and abroad.

St. Christopher's Railway Orphanage.—The annual meeting and distribution of prizes at St. Christopher's Railway Orphanage, Derby, will be held on Wednesday, June 23, when the Chairman, Mr. Gordon B. Robotham, will preside. Distribution of the prizes by Lt.-Colonel Sir Ian Walker, will be in the dining hall at 3.15 p.m., and will be preceded by the annual meeting in the committee room at 2.15. The house will be open to visitors between 1.30 and 6.30 p.m.

Government Intervention Deferred in Cuba.—At a meeting on May 27, the Cuban Cabinet decided to hold in suspense its previously announced intention of appointing supervisors to the system of the United Railways of the Havana, pending the clearance of arrears in wage increase payments (see our May 28 issue). Further negotiations are being held with the management to settle the dispute over wage increases and the reinstatement of 43 workers who had been dismissed. On May 29 an appeal was made to the Ad-

ministrative Chamber Appellate Court against enforcement of the 5 per cent. increase and the proposed intervention in the administration of the railway.

Great Indian Peninsula Railway Annuities.—It was recently notified that on May 1, 1948, a total sum of £29,965,773 5s. 5d. was invested for the purpose of providing a sinking fund in respect of the annuities class "B."

India Orders Locomotives in U.S.A. and Canada.—Reuters reports that India plans to place an order for 100 locomotives with the Baldwin Locomotive Works of Philadelphia, according to the India Supply Mission. This is part of a \$25 million Indian contract for 200 locomotives. It is

Running to Schedule, L.M.R.

TRAIN ARRIVALS				
TIME DUE	FROM		MINUTES LATE	ARRIVAL PLATFORM
4-55	WOLVERHAMPTON	BIRMINGHAM		
	COVENTRY	RUGBY		
3-0	WOLVERHAMPTON	BIRMINGHAM	ON TIME	3
	COVENTRY			
3-10	LIVERPOOL		ON TIME	1
	SOUTHPORT			
3-35	NORTH WALES		ON TIME	
	STAFFORD	NUNEATON		
3-50	BLACKPOOL		ON TIME	
	PRESTON	CREWE		
3-55	WARRINGTON	BARROW	ON TIME	
	PRESTON	CREWE		
4-5	CARLISLE	PENRITH	ON TIME	
	WIGAN	WARRINGTON		
4-35	MANCHESTER	STOCKPORT	ON TIME	
	STAFFORD	WARRINGTON		

The photograph reproduced above of the arrival indicator board at Euston Station, L.M.R., shows the timekeeping position at 3.15 p.m. on June 1

estimated that it will add about \$12 million to the Baldwin company's orders on hand. The locomotives are described as broad gauge, a new type, and streamline. The remaining 100 locomotives of the contract, which will cost \$13 million, have been ordered from two Canadian concerns, one of which is a subsidiary of the American Locomotive Company.

Closing of L.M.R. Passenger Stations.—Beginning with the summer timetable on May 31, passenger train services have been withdrawn from the following stations in the London Midland Region: Plumpton, between Penrith and Calthwaite on the Lancaster to Carlisle main line (parcels and merchandise traffic will continue to be dealt with); and Upper Broughton, between Old Dalby and Widmerpool on the Kettering to Nottingham line (received parcels traffic will be dealt with at Old Dalby). The passenger train service on the Liverpool Lime Street and Alexandra Dock Branch was withdrawn temporarily on May 31. In all the above cases, alter-

OFFICIAL NOTICES

Crown Agents for the Colonies

APPLICATIONS from qualified candidates are invited for the following post:—

ACCOUNTING ASSISTANT required by the Government of Tanganyika for the Accounts Department of the Railways and Port Services for one tour of 24 to 36 months in the first instance. Salary according to qualifications, experience, and war service in scale £372 by £18 to £480 a year, plus cost-of-living allowance between £75 and £120 a year, according to basic salary. A separation allowance is also payable in certain circumstances. Outfit allowance of £30 payable in the United Kingdom on first appointment, plus further sum not exceeding £30 payable in Tanganyika. Free passages and quarters. Candidates not over 30, should have had a secondary education and good general clerical experience in the Traffic Department at smaller stations on a Home Railway. Apply at once by letter, stating age, whether married or single, and full particulars of qualifications and experience, and mentioning this paper, to the CROWN AGENTS FOR THE COLONIES, 4, Millbank, London, S.W.1, quoting M/N/21645 (3E) on both letter and envelope.

ASSISTANT FOREMAN required for rough machine shop. Applicants should be between the age of 25 and 35. Apply, stating experience and salary required, to: MANAGING DIRECTOR, CHARLES ROBERTS & CO. LTD., Railway Wagon Manufacturers, Wakefield.

RAILWAY AMALGAMATION IN GREAT BRITAIN. By W. E. Simmet. An authoritative account of the course of railway amalgamation in Great Britain up to the end of 1923. Cloth. 8½ in. by 5½ in. 276 pp. 15s. By post 15s. 7d.

Situations Vacant

VACANCIES are available on the Rhodesia Railways for Gangers who have been in charge of main-line maintenance gangs. Applicants must not be more than 35 years of age. Commencing wage 23s. 9d. per day with annual increments of 1s. 3d. per day up to a minimum of 29s. 6d. per day. There is also a temporary cost-of-living allowance, at present 14 per cent. of the basic wage, plus certain allowances for children. Free quarters are provided. Apply in writing to the LONDON AGENT, RHODESIA RAILWAYS LIMITED, 11, Old Jewry, London, E.C.2, submitting full name, age, and particulars of experience.

BADLY wanted to complete files. *Railway Gazette* dated 1940: September 27; 1941: March 14; 1946: February 1, February 15, February 22; 1947: March 14; Index to Vol. 74, 84 and 85. *Diesel Traction Supplement*: Nos. 99 to 103 inclusive, and Index for 1947. Offers, stating condition of copies and price, including postage, to THE DANISH STATE RAILWAYS, Baneafdelings Bibliotek, Solvgade 40, Copenhagen, K., Denmark.

RAILWAY STORE METHODS. By W. H. Jarvis. Great Western Railway. The necessity for training officers—Organisation of stores department—Stores accounts. Cloth. 7½ in. by 5 in. 116 pp. With diagrams. 4s. By post 4s. 3d.

THE WORK OF THE RAILWAY CLEARING HOUSE, 1842-1942. An account of the development and extent of the activities of this famous British railway institution. Paper. 9½ in. by 6 in. 24 pp. Illustrations. 2s. 6d. By post 2s. 8d.

None of the vacancies on this page relates to a man between the ages of 18 and 50, inclusive, or a woman between the ages of 18 and 40, inclusive, unless he, or she, is excepted from the provisions of the Control of Engagement Order, 1947, or the vacancy is for employment excepted from the provisions of that Order.

WANTED—5-ton Loco. Steam Crane, 30-40-ft. jib, Smith preferred.—Reply to Box 72, *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

WANTED—Steam Locomotive, standard gauge, 14-in. cyls., 160-lb. w.p.—Details, date of make, etc., to Box 73, *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

RAILWAY Rolling Stock Manufacturers require the services of a Designer Draughtsman with wide experience of foreign railway rolling stock and thoroughly conversant with modern manufacturing methods and welding technique. Lanarkshire area. Five-day week. Pension scheme. Good conditions and excellent prospects. Apply in confidence, giving full details of training and experience, and stating salary required, to: 0362 W.M. PORTKOUS & CO., Glasgow.

RAILWAY SIGNALLING AND COMMUNICATIONS, INSTALLATION AND MAINTENANCE. A practical guide, especially intended to help Signal Inspectors, Installers, Fitters, Linemen, Draughtsmen, and all concerned with installing and maintaining Signal, Telegraph, and Telephone Equipment. 416 pp. Many illustrations. Cloth, 8s. By post 8s. 6d.

native road transport facilities are available for passengers.

Retail Prices Index.—On April 13 the official index figure, which measures changes in the average level of retail prices compared with the level at the base date, June 17, 1947 (taken as 100), was 108, compared with 106 on March 16.

Commission to Study Leopoldina Take-Over.—Reuters reported from Rio de Janeiro on June 3 that the Brazilian Minister of Transport had nominated a commission to study the question of the proposed appropriation by the Brazilian Government of the Leopoldina Railway. A proposal that the railway should be purchased by the State of Minas Geraes with a loan from the Federal Government was reported in our June 20, 1947, issue.

Belfast & County Down Railway Sale.—Shareholders in the Belfast & County Down Railway Company have received a letter from the Stockholders' Protection Association signed by the Hon. Secretary of the association, Mr. Maurice L. McCracken, in which the belief is expressed that the break-up value of the railway assets are in excess of £1,250,000. The letter declares that statements made by the directors regarding break-up values are inaccurate, and observes that the Road Transport Board under the recently published Transport Bill (see our May 28 issue) are to receive £3,000,000 for their assets, which are composed of road transport vehicles and premises of much less value than the railway property.

Circular Tours from Southern Region Stations.—The Southern Region has re-introduced circular tour facilities, taking the form of booklets of coupon tickets made up to the passenger's own requirements, for a tour starting at any station and available by all trains and steamship of any Region of British Railways. Circular tour tickets are issued at three-quarters of the single fare for the journeys covered, and are available for break of journey at any point *en route*, provided the overall journey is completed in three calendar months. An extension of this facility is the port-to-port tour for foreign visitors. A tour ticket will be issued on

the same terms as above at any port, provided it terminates at a port in any part of the kingdom.

Rail Loosened on Hastings—Ashford Line.—A permanent way inspector travelling in a slow train near Willesborough on the Southern Region Hastings—Ashford line on June 3 noticed an unusual sound and stopped the train. It was found that a rail had been loosened and was lying on its side. On the next day railway and civil police found a spanner and hammer in a stream near the line. It has been stated that no repairs were going on at that point and the incident has the appearance of a definite attempt at sabotage.

Valuation of Railway Securities.—A sitting of the Transport Arbitration Tribunal will be held on June 14 at 39, Belgrave Square, London, S.W.1, when application will be made to the tribunal by the British Transport Commission, as required by Section 17(3) of the Transport Act, 1947, for the value of the following shares to be determined: West London Railway Company, 3½ per cent. first class preference (Class "A") shares; 6 per cent. second class preference (Class "B") shares; and 2 per cent. ordinary (Class "C") shares. At a meeting on June 10 the tribunal heard applications for valuation of the 3 per cent. guaranteed debentures, 2½ per cent. perpetual preference, and ordinary stocks of the Southport & Cheshire Lines Extension Railway Company; and the 4½ per cent. debenture and consolidated stock of the Staffordshire & Worcestershire Canal Company.

Newcomen Society's Summer Meeting.—The annual summer meeting of the Newcomen Society was held last week from June 2 to June 5, with headquarters at King's Lynn, Norfolk. As the Society is concerned with the history of all branches of engineering and technology, much of the meeting dealt with matters outside the scope of transport, but interesting visits were paid to Norfolk engineering works, and opportunity was taken to see an old beam engine at work in the timber yard of Pattrick & Thompson Limited. Facilities were afforded by Mr. Ivan J. Thatcher, General Manager of the King's Lynn Docks & Railway, for both the docks and

railway equipment to be examined in detail. Another item of railway interest was seen at Wells, namely, stub points still in service on a harbour railway. At the annual dinner on June 3, three papers were read on various aspects of Norfolk engineering, of which one was on the "East Anglian Railway Company, 1846-62," by Mr. H. F. Hilton, M.A.

Waterloo Station Centenary.—At 12 noon on Monday, June 14, an exhibition will be opened at Waterloo Station, Southern Region, in connection with its centenary. Following the ceremony, the public will be able to see the arrival at platform 15 of Adams 4-4-0 locomotive No. 563 and passenger coach, painted in the livery in use about 1903. The locomotive and coach will stop immediately behind one of the Southern Region's modern "West Country" class locomotives, *Ilfracombe*, and opportunity will be taken of showing the Brighton "Terrier" 0-6-0, *Boxhill*, which was built in 1880.

Train Refreshment Trolleys.—A novel type of refreshment trolley is being introduced by British Railways for use on trains; it is intended that the trolleys should supplement the restaurant car services and enable passengers to obtain snack meals in their compartments. The trolley has been designed so that it can be wheeled along train corridors and through vestibules, without obstructing the passage, and although only 9½ in. wide, will carry a variety of either snacks, or tea and coffee; in summer weather, cool drinks and ice cream will be carried. The intention is to use the trolleys in pairs, one for snacks, the other for beverages, and on trains in the North-Eastern Region, where they already have been placed in service, the trolleys have proved popular.

Staffordshire Rail Bridge Reconstruction.—A contract has been placed with Jesse Tildesley Limited, Darlaston, Staffs., for the supply of steelwork for the reconstruction of a bridge carrying the London Midland Region line over the River Churnet between Kingsley & Froggall and Oaka-moor stations. The existing wrought-iron superstructure and wood flooring are to be dismantled and replaced by 65 tons of steel main girders and cross-girders and a

new concrete floor. The original piers will remain. The work, which will begin next year, will take three weeks to erect at site, and both tracks will remain open during the reconstruction except at week-ends.

Loudspeakers at Cleethorpes, Eastern Region.—Loudspeakers have now been installed at Cleethorpes, bringing the total number of former L.N.E.R. stations equipped with public address systems up to 26.

Conversion of Wagons for Coke.—To cater for an increasing output of coke, the Railway Executive is augmenting its existing stock of coke-carrying wagons by the conversion of 1,000 mineral wagons for the transport of this traffic. The addition of railed side and end extensions to the mineral wagons will give better capacity loading for this relatively light traffic, and thereby reduce the total number of wagons required to carry the increased volume of coke.

Tasmanian Railways Inquiry.—A board of inquiry has been established to investigate the system of administration, control, and finances of the Tasmania Government Railways. Mr. W. D. Chapman, Director of Civil Engineering, Australian Commonwealth Transport Department, will act as Chairman of the board. The railways operate 642 miles of 3-ft. 6-in. gauge line. In 1946 the working costs, including £125,000 depreciation, were £1,189,458, against earnings of £927,459.

Ladies' Ambulance Competition at York.—At the first British Railways inter-regional ambulance competition for ladies' teams, which was held at York on June 2, the Hull, North Eastern Region, team took first place with 158½ marks. Melton Constable, Eastern Region, with 136½, was second, and only ½ mark behind came the Norwich team. Teams from Ipswich, Stratford (London), and Leeds also competed. The winning team will take part in a contest in London on June 18 when it will meet teams from the other regions for the British Railways championship.

Conference of Parcels Carriers.—A conference of express carriers arranged by the Express Carriers Group of the Road Haulage Association will be held in Manchester on June 29 next. The conference will begin as an ordinary meeting of the Group National Committee, to give express carriers an opportunity of seeing how the committee works. In addition, there will be a discussion on the effect of the Transport Act on express carriers. Talks will be given by Mr. J. B. Green on combating thefts and pilfering, and by Mr. E. Burton on the problems caused by the repacking of damaged parcels. At the end of the meeting, the committee will assume the form of a "brains trust," and questions will be invited. It is suggested that as far as possible the questions should be sent in advance to the Group Secretary, Mr. Ralph Cropper, at 146, New Bond Street, London, W.1.

Forthcoming Meetings

June 19 (Sat.)—The Permanent Way Institution, Manchester & Liverpool Section; visit to Newton Heath Concrete Depot, at 2.45 p.m.

June 19 (Sat.)—British Railways (Southern Region) Lecture & Debating Society; visit to Romney, Hythe & Dymchurch Railway.

Railway Stock Market

Overshadowed by the threat of a cut in Marshall Aid and its repercussions on Britain's balance of payments position, with the possibility of further reductions in imports and more austerity at home, stock markets have been depressed and sensitive to moderate selling. All sections, with the exception of British Funds (which attracted some attention as a safety-first purchase) lost ground, and at the time of writing, the lower prices have not brought in buyers. After moving uncertainly, British Transport stock (1978-88) strengthened to 95½. The trend in British Funds was helped by further reinvestment of money arising from the Argentine railway "pay-out." Moreover, institutions with large sums which have been awaiting investment now appear disposed to place the proceeds in gilt-edged stocks because of the many cross-currents and factors in other sections of markets which make their outlook exceedingly difficult to forecast.

With many new issues projected, buyers are also showing caution in the industrial market until the full terms of the big Imperial Chemical issue are known. This is to be on a one for five basis, and the general assumption is that the issue price will be at least 40s.; but this will depend on the more immediate course of markets. At the moment, Imperial Chemical old shares have become steadier at 47s.

Although fairly steady, foreign railway stocks have been less active. Brazil rails were inclined to come in for renewed attention in anticipation of full terms of the Anglo-Brazil financial agreement. San Paulo attracted in view of the belief that the company will shortly receive its "pay-out" money from Brazil, and the market assumption that the break-up value of the stock exceeds £200, compared with the current market price of £193½. Great Western of Brazil jumped to 85s., but Leopoldina stocks fluctuated and were

moderately lower on balance, the ordinary being 13½, the preference stock 43½, and the debentures 76½, with Leopoldina Terminal debentures 73. In other directions, United of Havana 1906 debentures have been firmer at 17½, but Nitrate Rails came back sharply to 85s., although elsewhere, Mexican Railway 6 per cent. debentures have been firm at 89½. Antofagasta, at 13, with the preference stock at 67½, were moderately active, Beira Railway bearer shares changed hands around 55s. 3d., but main activity in railway securities again centred on Canadian Pacifics, which fluctuated actively around 26½.

Manila "A" debentures were 95 and the 5 per cent. preference shares 11s. A number of dealings has been recorded around 33½ in Midland of Western Australia, with the 4 per cent. second mortgage debentures at 88. Emu Bay 4½ per cent. second debentures marked 54½; French railway sterling bonds moved fractionally lower, Midi being 91½ and Nord 104.

B.E.T. deferred stock at £1,800 has come back with the market trend, and Tillings, at 97s. 3d., were also lower. But shares of many of the operating road transport companies were maintained, and where changed, declines on balance have been small.

Iron and steels moved back owing to general market conditions, but in many instances declines have not exceeded more than a few pence. The excellent steel output figures have helped this section and have increased the belief that the higher output must be benefiting earnings. Consequently there seems every reason to expect dividends to be maintained, and yields on this basis are attractive in most instances. Gloucester Wagon shares have receded to 60s. 9d. at the time of writing. North British Locomotive changed hands around 24s. 4½d. and Vulcan Foundry up to 28s. 6d.

Traffic Table of Overseas and Foreign Railways

	Railways	Miles open	Week ended	Traffics for week		No. of week	Aggregate traffics to date			
				Total this year	Inc. or dec. compared with 1945/46		Total 1947/8	Increase or decrease		
South & Central America	Antofagasta ...	834	30.5.48	£ 58,640	—	22	£ 1,134,610	—	273,450	
	Bolivar ...	174	Apr., 1948	\$80,579	—	17	\$374,821	—	\$74,827	
	Brazil ...	—	—	—	—	—	—	—	—	
	Cent. Uruguay ...	970	29.5.48	52,995	+ 40,960	48	1,768,876	+	26,576	
	Costa Rica ...	262	Apr., 1948	18,379	— 15,486	43	310,730	—	23,965	
	Dorada ...	70	Mar., 1948	19,700	— 9,500	13	59,500	—	30,000	
	G.W. of Brazil ...	1,030	29.5.48	26,400	— 700	22	781,000	—	29,100	
	Inter. Ctl. Amer. ...	794	Apr., 1948	\$1,218,460	+ \$59,490	17	\$4,812,683	+	\$62,330	
	La Guaira ...	22½	May., 1948	\$116,449	— 5731	22	\$523,981	—	\$48,780	
	Leopoldina ...	1,918	29.5.48	39,604	— 20,472	21	1,134,707	—	242,465	
	Midland Uruguay ...	319	Apr., 1948	19,608	— 1,694	43	183,648	—	14,845	
	Nitrate ...	382	31.5.48	10,140	— 857	22	121,280	—	10,498	
	N.W. of Uruguay ...	113	Apr., 1948	5,948	— 362	43	54,934	—	985	
	Paraguay Cent. ...	274	28.5.48	111,573	+ £43,033	48	£3,202,280	+	£77,147	
Canada	Peru Corp. ...	1,059	May., 1948	180,761	— 22,005	48	1,907,324	—	230,353	
	Salvador ...	100	Mar., 1948	c240,000	— c31,000	39	c1,621,600	—	c283,600	
	San Paulo ...	153½	—	—	—	—	—	—	—	
	Taltal ...	156	May., 1948	8,940	— 5,240	48	89,020	—	44,305	
	United of Havana ...	1,301	29.5.48	83,558	— 16,964	48	3,678,372	—	345,586	
	Uruguay Northern ...	73	Apr., 1948	1,569	— 136	43	12,164	—	596	
	Canadian National ...	23,535	Apr., 1948	10,235,250	— 1,230,500	18	36,902,750	—	2,829,000	
	Canadian Pacific ...	17,037	Apr., 1948	6,880,000	— 318,250	18	26,269,500	—	1,870,750	
	Various	Barsi Light ...	202	Apr., 1948	30,727	— 1,432	4	30,727	—	1,432
		Beira ...	204	Mar., 1948	130,824	+ 33,115	26	711,144	+	167,115
		Egyptian Delta ...	607	10.4.48	18,332	— 710	710	18,332	—	710
		Gold Coast ...	536	Apr., 1948	224,588	— 60,636	4	224,588	—	60,636
		Manila ...	—	—	—	—	—	—	—	—
		Mid. of W. Australia ...	277	Mar., 1948	25,090	— 5,591	39	209,473	—	54,153
Nigeria ...		1,900	Mar., 1948	40,873	— 40,277	52	4,581,601*	—	49,128	
Rhodesia ...		2,445	Sept., 1947	643,980	— 102,833	52	6,787,603	—	612,938	
South African ...		13,323	8.5.48	1,310,153	— 40,642	6	7,180,746	—	461,160	
Victoria ...		4,774	Feb., 1948	1,421,349	— 234,015	35	—	—	—	

* Receipts are calculated @ 1s. 6d. to the rupee

* Aggregate figures to March 20